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Billie H. Hix
BILLIE H. HIX
Chief, Technical Systems Branch
The Albert F. Simpson Historical Research Center

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COMP-TAC-12-
1 SEPT 1943

SUMMARY CLASSIFICATION CHANGED - 3 JULY 1945.
BY COMMAND OF BRIG GEN. BARCUS:
C.M. KERANEN
CAPT AC
AUTG ASST ADJ GEN

single

43

OPERATIONAL & PERSONNEL SUMMARY

XII AIR SUPPORT COMMAND

1 SEPT THRU 22 DEC 1943



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105-1.

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655-308
1 Sept - 22 Dec
1943

RETURN TO:

655.308
1 Sep - 22 Dec
1943

CLASSIFICATION CHANGED AS INDICATED

3 JULY 1945

BY COMMAND OF BRIG GEN GLENN O BARCUS:

C M Keranen

C M KERANEN, CAPT, AC
Actg Asst Adj Gen

DECLASSIFIED

7371-33

0005

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OPERATIONAL AND PERSONNEL SUMMARY

XII AIR SUPPORT COMMAND

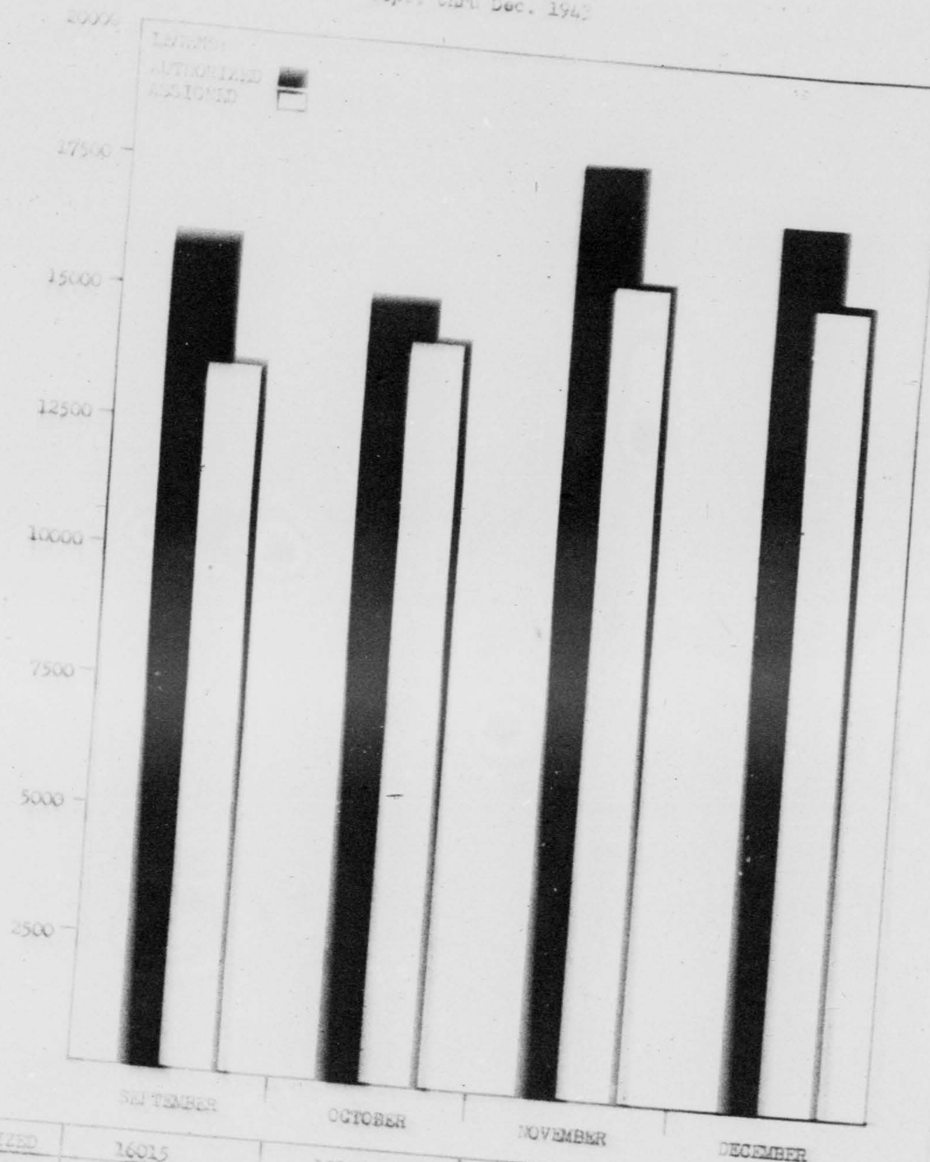
- CONTENTS -

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AUTHORIZED AND ASSIGNED PERSONNEL
XII AIR SUPPORT COMMAND

Sept. thru Dec. 1942



	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
AUTHORIZED	16015	15158	18006	17081
ASSIGNED	13706	14418	15842	15699

SOURCE:
SOCR FORM #127

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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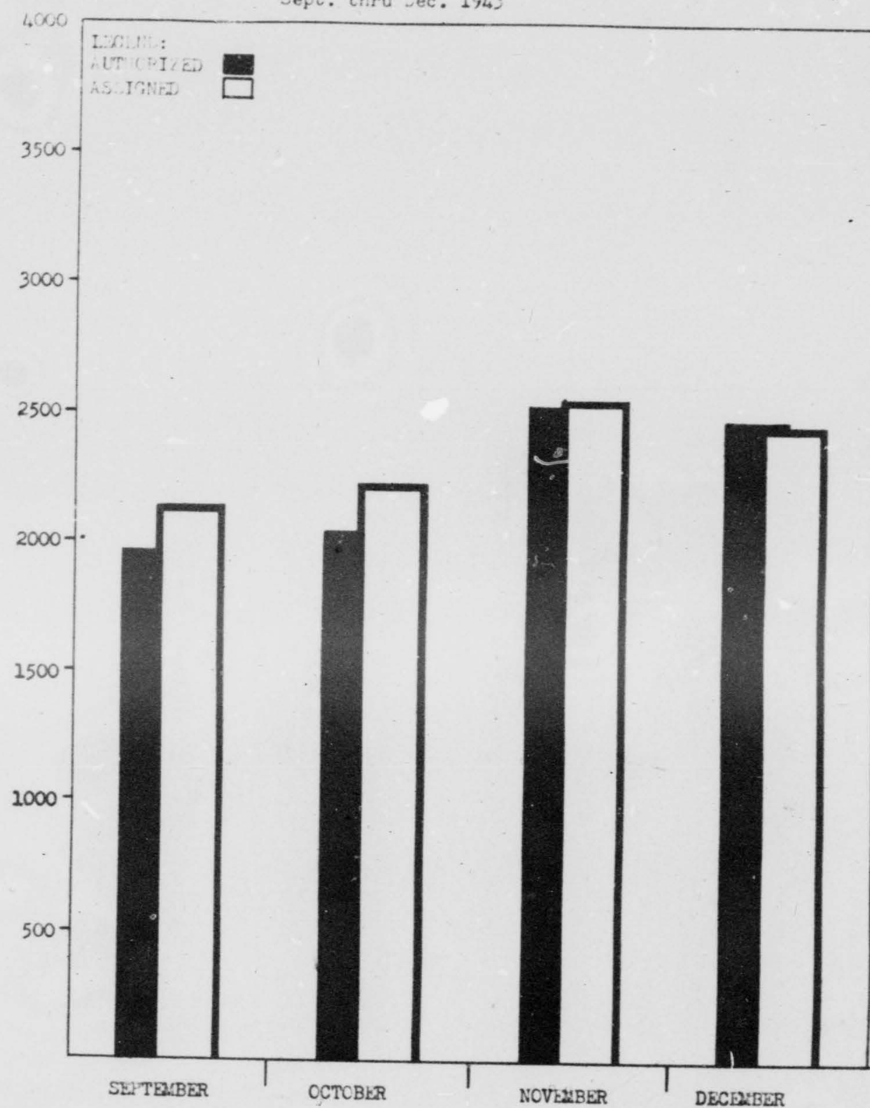
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AUTHORIZED AND ASSIGNED OFFICER STRENGTH

XII AIR SUPPORT COMMAND

Sept. thru Dec. 1943



	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
AUTHORIZED	1959	2044	2525	2467
ASSIGNED	2135	2221	2549	2462

SOURCE:
SCOR FORM #127

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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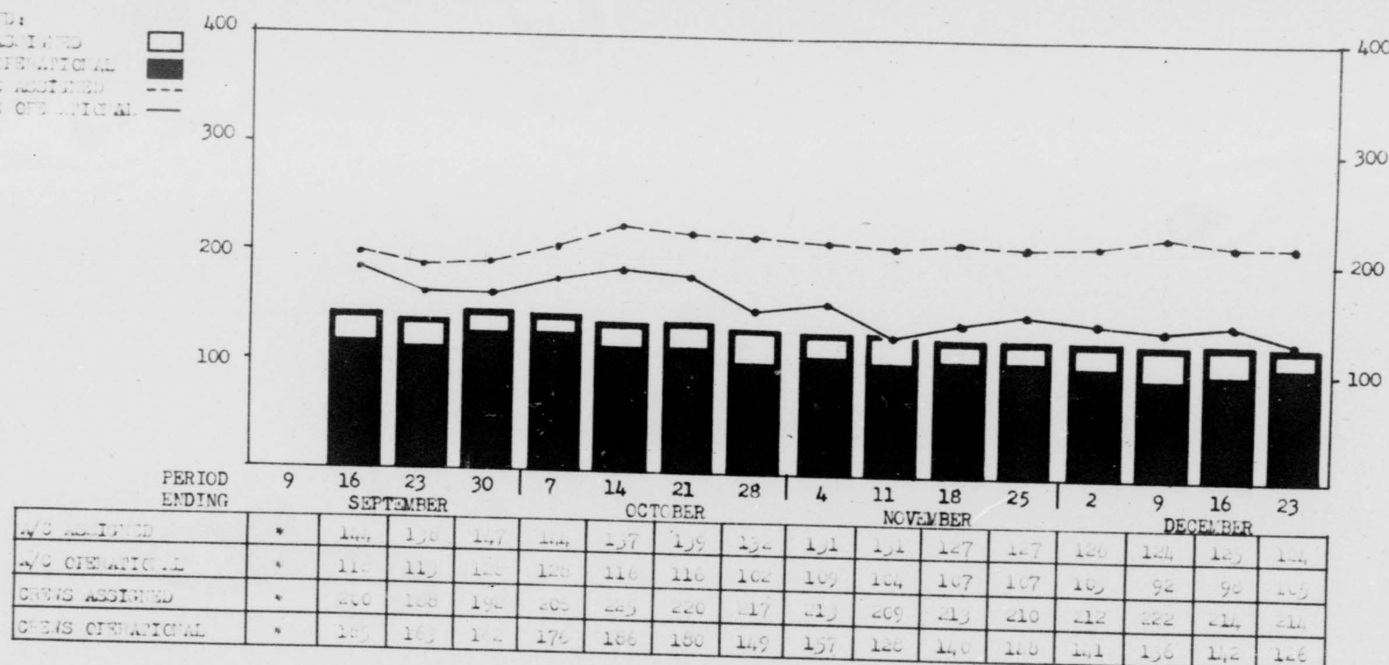
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AIRCRAFT STATUS
B-25
XII AIR SUPPORT COMMAND
9 Sept. thru 23 Dec. 1943



PERIOD ENDING	9	16	23	30	7	14	21	28	4	11	18	25	2	9	16	23
	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
A/C ASSIGNED	*	144	138	147	144	137	139	132	131	131	127	127	126	124	125	124
A/C OPERATIONAL	*	115	113	126	125	116	116	102	109	104	107	107	105	92	98	105
CREWS ASSIGNED	*	200	188	192	205	225	220	217	213	209	213	210	212	222	214	214
CREWS OPERATIONAL	*	185	163	172	176	186	180	149	157	128	140	118	141	136	142	126

* NO REPORT AVAILABLE

SOURCE:
SCC FORM 111

UNITS INCLUDED: 27th FI. BOMB. GP.
86th FI. BOMB. GP.
(OPER. & ADMIN. CONTR. XII A.S.C.)

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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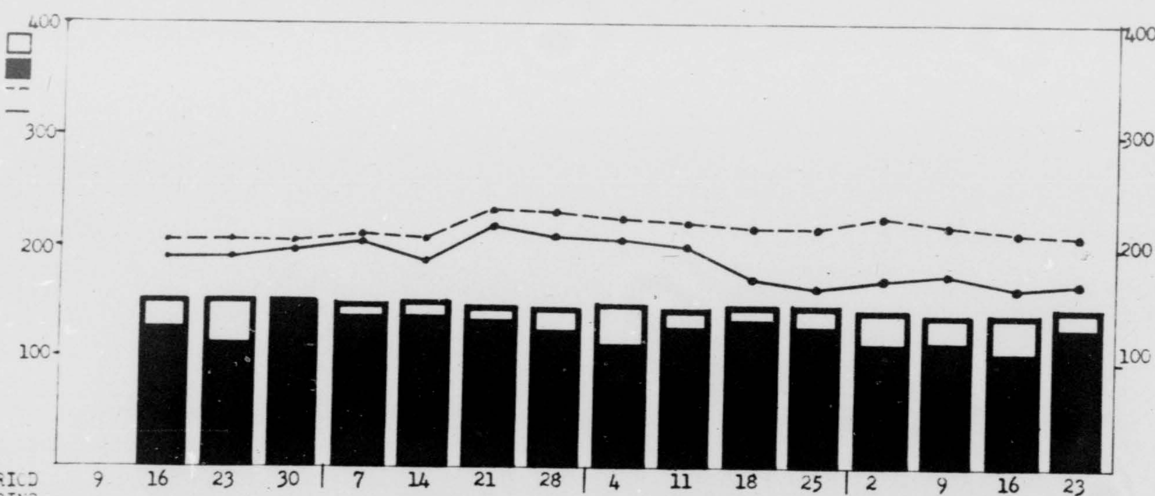
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AIRCRAFT STATUS
P-40
XII AIR SUPPORT COMMAND

9 Sept. thru 23 Dec. 1943



PERIOD ENDING	9	16	23	30	7	14	21	28	4	11	18	25	2	9	16	23
	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
A/C ASSIGNED	*	150	150	150	148	149	146	143	147	144	146	146	142	138	138	144
A/C OPERATIONAL	*	126	112	150	137	137	133	123	112	127	133	127	112	114	104	126
CREWS ASSIGNED	*	203	204	204	210	206	232	230	225	221	215	215	215	218	210	208
CREWS OPERATIONAL	*	188	189	195	203	186	217	208	205	199	170	161	168	173	160	165

* NO REPORT AVAILABLE

SOURCE:
SCCR FORM #111

UNITS INCLUDED: 33rd & 324th Ftr Gps.
(ADMIN & OPER CONTR. XII A.S.C.)

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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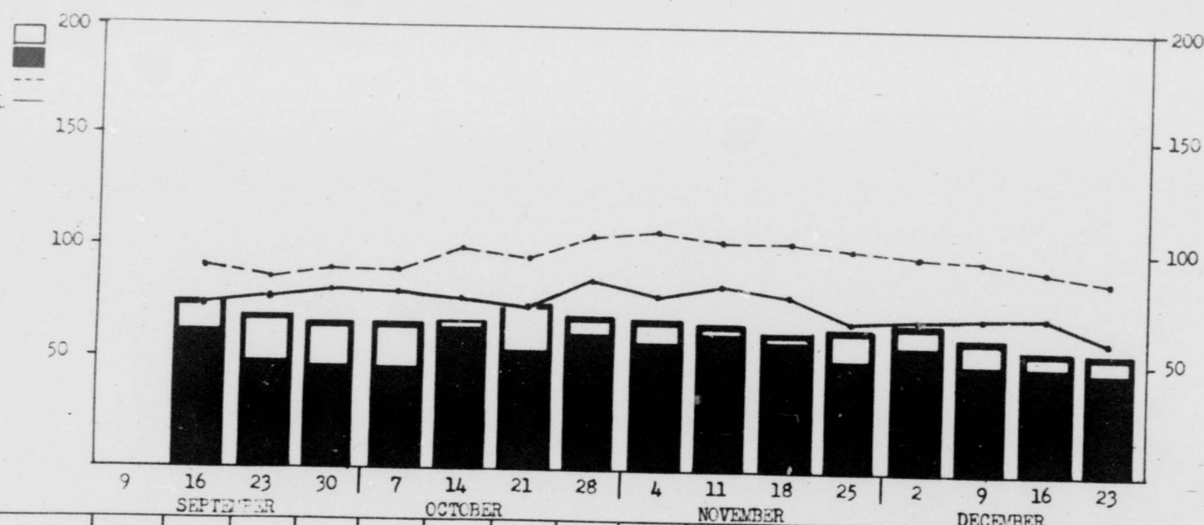
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AIRCRAFT STATUS
SPITFIRES (USAAF)
XII AIR SUPPORT COMMAND

9 Sept. thru 23 Dec. 1943



	9 Sept	16 Sept	23 Sept	30 Sept	7 Oct	14 Oct	21 Oct	28 Oct	4 Nov	11 Nov	18 Nov	25 Nov	2 Dec	9 Dec	16 Dec	23 Dec
A/C ASSIGNED	*	75	69	66	66	67	75	70	69	67	63	65	68	62	56	55
A/C OPERATIONAL	*	62	48	46	46	64	54	62	58	62	59	51	58	50	49	46
CREWS ASSIGNED	*	91	86	90	90	100	96	106	108	104	103	101	98	96	92	87
CREWS OPERATIONAL	*	74	77	80	80	77	73	86	79	84	79	68	69	70	71	60

* NO REPORT AVAILABLE

SOURCE:
SCOR FORM #111

UNIT INCLUDED: 31st Ftr Gp.
(ADMIN. & OPER. CONTR. XII A.S.C.)

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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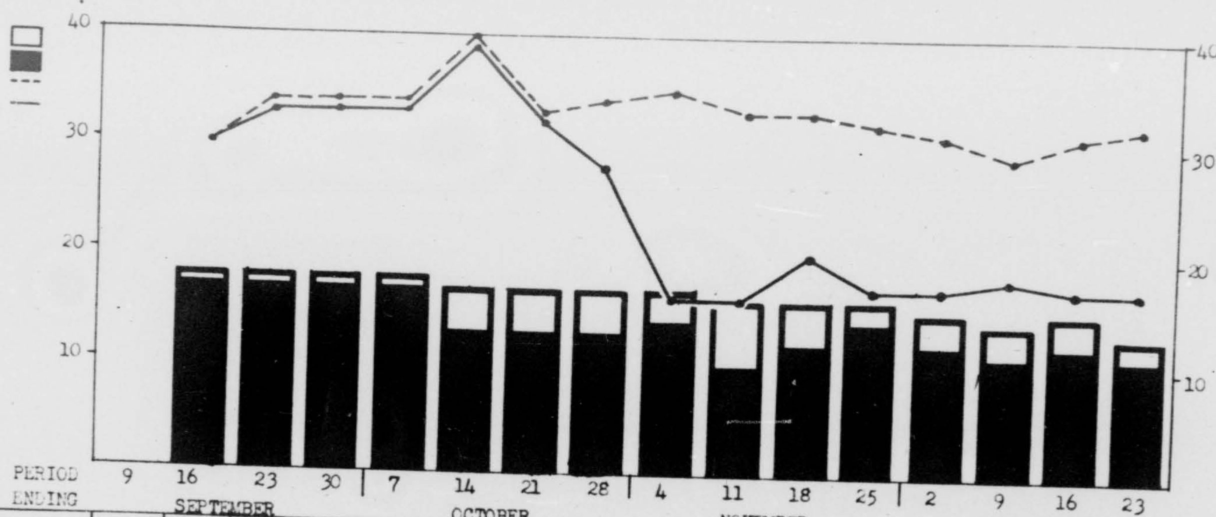
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AIRCRAFT STATUS
F-51
XII AIR SUPPORT COMMAND

9 Sept. thru 23 Dec. 1943



PERIOD ENDING	9	16	23	30	7	14	21	28	4	11	18	25	2	9	16	23
	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
A/C ASSIGNED	*	18	18	18	18	17	17	17	17	16	16	16	15	14	15	13
A/C OPERATIONAL	*	17	17	17	17	13	13	13	14	10	12	14	12	11	12	11
CREWS ASSIGNED	*	30	34	34	34	40	33	34	35	33	33	32	31	29	31	32
CREWS OPERATIONAL	*	30	33	33	33	39	32	28	16	16	20	17	17	18	17	17

* NO REPORT AVAILABLE

SOURCE:
SCOR FORM #111

UNITS INCLUDED: 111th RECON. SQ.

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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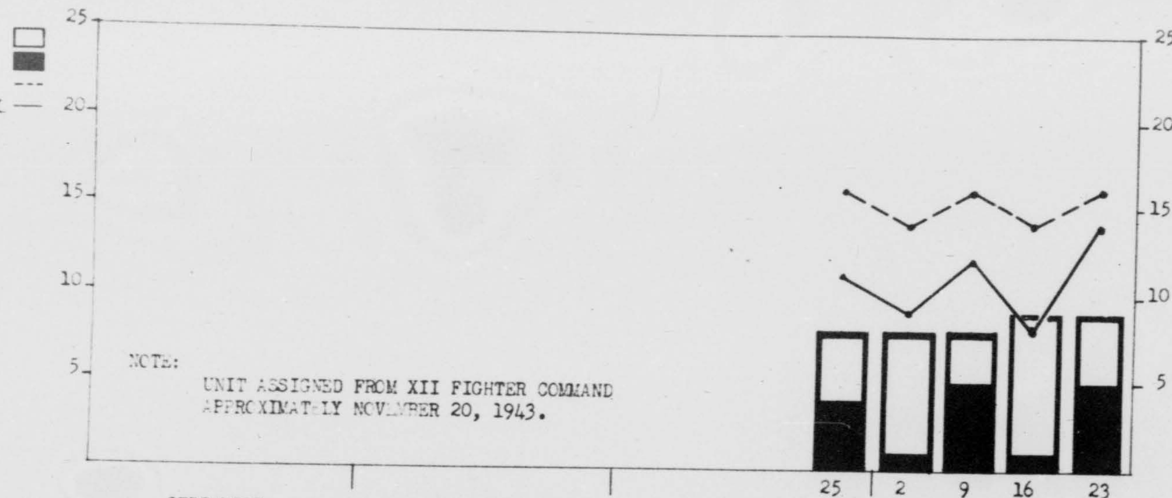
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AIRCRAFT STATUS
BEAUFIGHTERS (USAAF)
XII AIR SUPPORT COMMAND

25 Nov. thru 23 Dec. 1943

LEGEND:
A/C ASSIGNED ☐
A/C OPERATIONAL ■
CREWS ASSIGNED ---
CREWS OPERATIONAL —



	SEPTEMBER	OCTOBER	NOVEMBER 25	DECEMBER 2	9	16	23
A/C ASSIGNED			8	8	8	9	9
A/C OPERATIONAL			4	1	5	1	5
CREWS ASSIGNED			16	14	16	14	16
CREWS OPERATIONAL			11	9	12	8	14

SOURCE:
SOCR FORM #111

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

UNIT INCLUDED: 415th N. FTR. SQ.
(ADMIN. & OPER. CONTR. XII A.S.C.)

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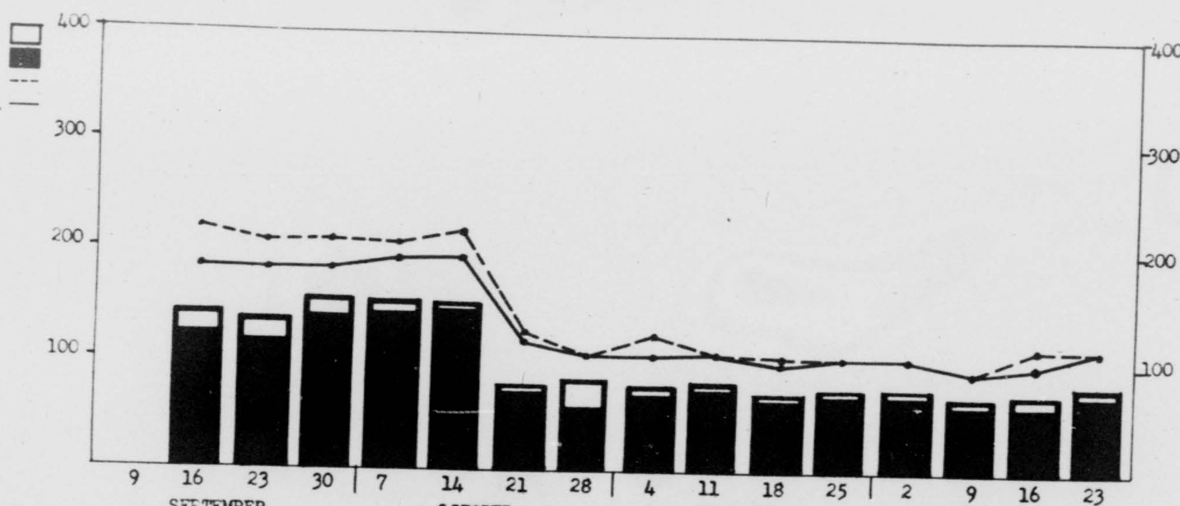
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AIRCRAFT STATUS
SPITFIRES (RAF)
XII AIR SUPPORT COMMAND

9 Sept. thru 23 Dec. 1943



	9	16	23	30	7	14	21	28	4	11	18	25	2	9	16	23
	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
A/C ASSIGNED	*	143	136	156	154	152	79	83	78	82	72	76	76	70	72	81
A/C OPERATIONAL	*	124	117	140	142	146	72	78	70	75	66	70	70	61	61	72
CREWS ASSIGNED	*	219	206	209	206	218	126	106	125	107	105	103	103	91	114	113
CREWS OPERATIONAL	*	193	182	183	191	194	118	105	105	107	99	103	103	91	97	113

* NO REPORT AVAILABLE

SOURCE:
WEEKLY MAYFLY
DAILY OPREST

UNITS INCLUDED: 225 TAC/R SQ.
324 WING
322 WING, THRU OCT 14.
(OPER. CONTR. ONLY XII A.S.C.)

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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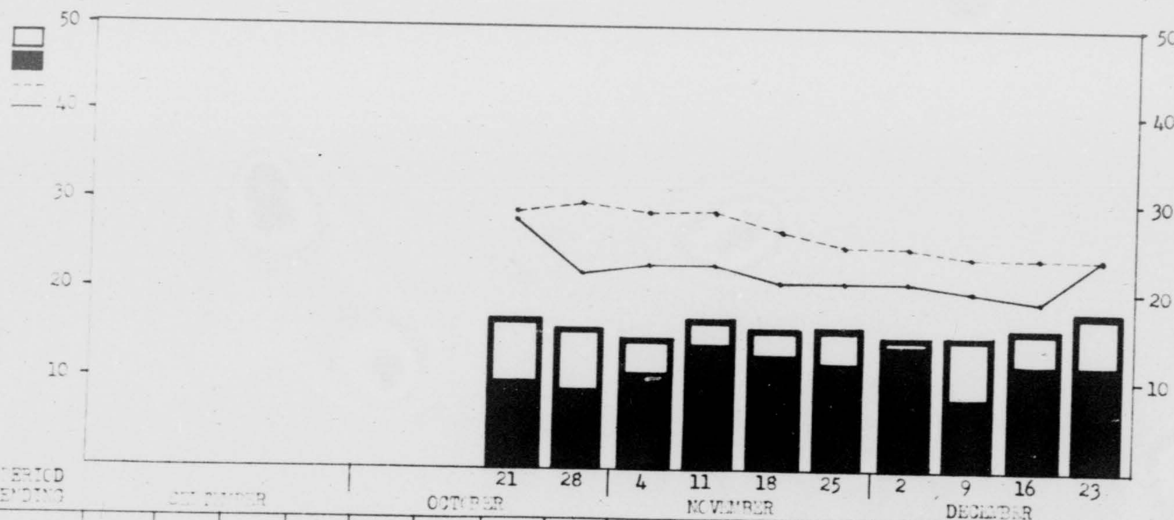
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AIRCRAFT STATUS
BEAUFIGHTERS (RAF)
XII AIR SUPPORT COMMAND

9 Sept. thru 23 Dec. 1943

LEGEND:
A/C ASSIGNED
A/C OPERATIONAL
CREWS ASSIGNED
CREWS OPERATIONAL



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
							21	28	4	11	18	25	2	9	16	23
A/C ASSIGNED	*	*	*	*	*	*	17	16	15	17	16	16	15	15	16	18
A/C OPERATIONAL	*	*	*	*	*	*	10	9	11	14	13	12	14	8	12	12
CREWS ASSIGNED	*	*	*	*	*	*	29	30	29	29	27	25	25	24	24	24
CREWS OPERATIONAL	*	*	*	*	*	*	28	22	23	23	21	21	21	20	19	24

* NO REPORT AVAILABLE

SOURCE:
DAILY STATUS REPORT

UNIT INCLUDED: 600 N. FTR SQ.
(OPER. CONTR. ONLY XII A.S.C.)

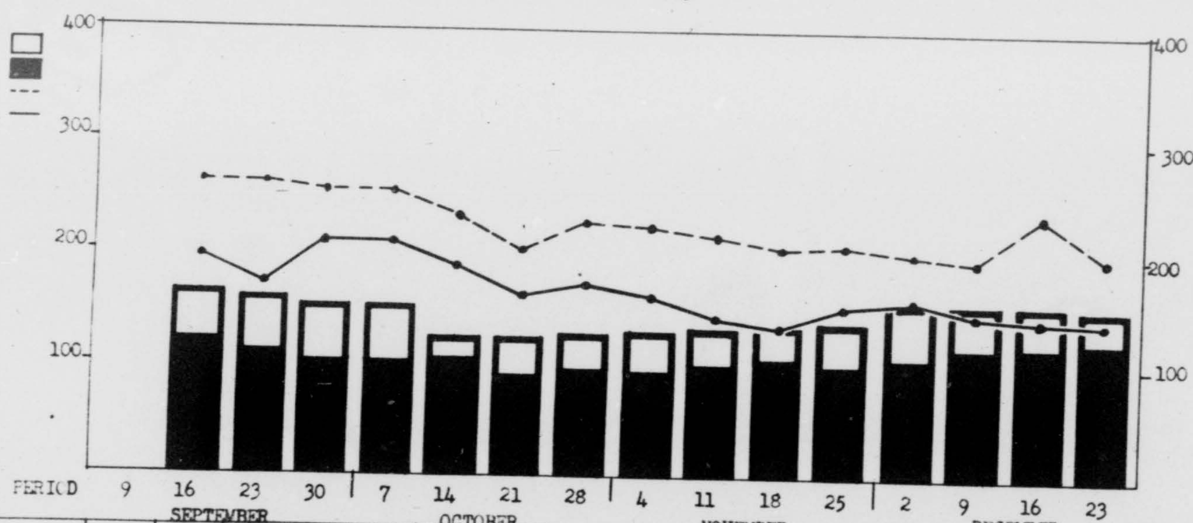
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XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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AIRCRAFT STATUS
P-40
XII AIR SUPPORT COMMAND

9 Sept. thru 23 Dec. 1943



PERIOD	9	16	23	30	7	14	21	28	4	11	18	25	2	9	16	23
	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
A/C ASSIGNED	*	165	160	152	152	126	125	128	130	134	135	139	156	156	156	153
A/C OPERATIONAL	*	121	110	103	103	106	91	96	95	101	106	101	107	118	119	124
CREWS ASSIGNED	*	263	262	255	255	233	202	228	224	216	205	207	200	195	196	198
CREWS OPERATIONAL	*	196	171	209	209	188	161	172	161	143	134	153	159	146	142	140

* NO REPORT AVAILABLE

SOURCE:
SCOR FORM #111

UNITS INCLUDED: 57th & 79th Ftr Gps.
99th Ftr Sq.
(ADMIN. CONTR. ONLY XII A.S.C.)

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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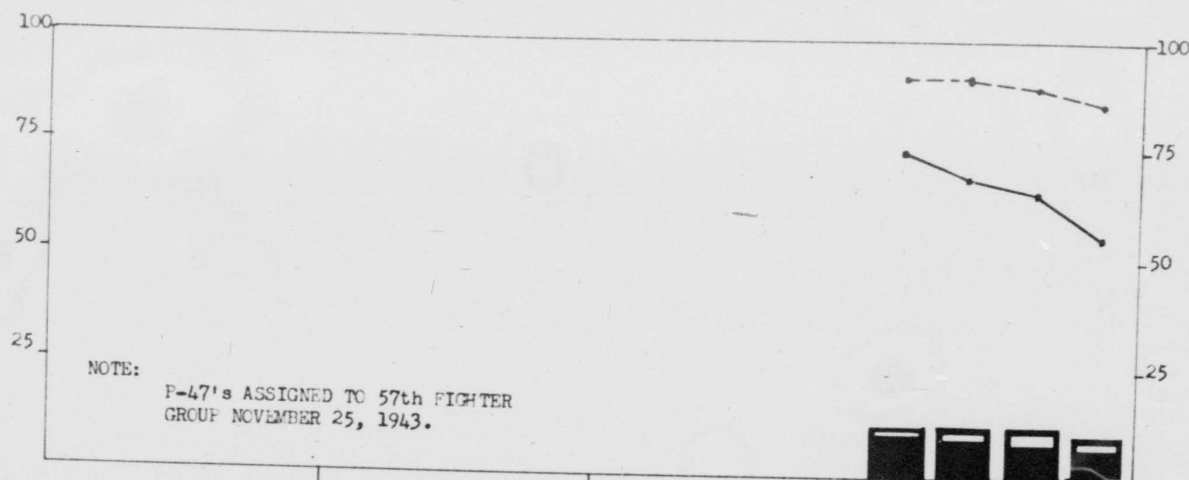
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AIRCRAFT STATUS
P-47
XII AIR SUPPORT COMMAND

2 Dec. thru 23 Dec. 1943

LEGEND:
A/C ASSIGNED (white box)
A/C OPERATIONAL (black box)
CREWS ASSIGNED ---
CREWS OPERATIONAL —



	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER 2	9	16	23
A/C ASSIGNED				12	12	12	10
A/C OPERATIONAL				10	9	8	7
CREWS ASSIGNED				91	91	89	85
CREWS OPERATIONAL				74	68	65	55

SOURCE:
SCOR FORM #111

UNIT INCLUDED: 57th FIGHTER GROUP
(ADMIN CONTR. ONLY XII A.S.C.)

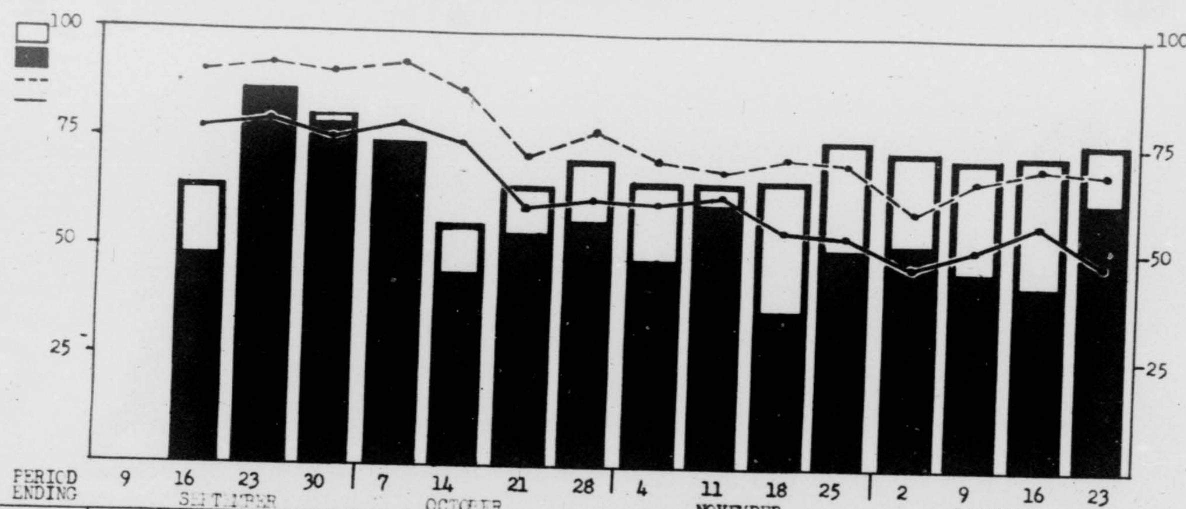
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XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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AIRCRAFT STATUS
A-20
XII AIR SUPPORT COMMAND

9 Sept. thru 23 Dec. 1943



PERIOD ENDING	9	16	23	30	7	14	21	28	4	11	18	25	2	9	16	23
	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
A/C ASSIGNED	*	64	86	80	74	55	64	70	65	65	66	75	73	71	72	75
A/C OPERATIONAL	*	48	86	78	74	44	53	56	47	60	36	50	51	45	42	61
CREWS ASSIGNED	*	90	92	90	92	86	71	77	70	68	71	70	59	66	69	68
CREWS OPERATIONAL	*	77	79	75	78	74	59	61	60	62	54	53	46	50	56	47

* NO REPORT AVAILABLE

SOURCE:
SOOR FORM #111

UNIT INCLUDED: 47th BOMB GP.
(ADMIN. CONTR. ONLY XII A.S.C.)

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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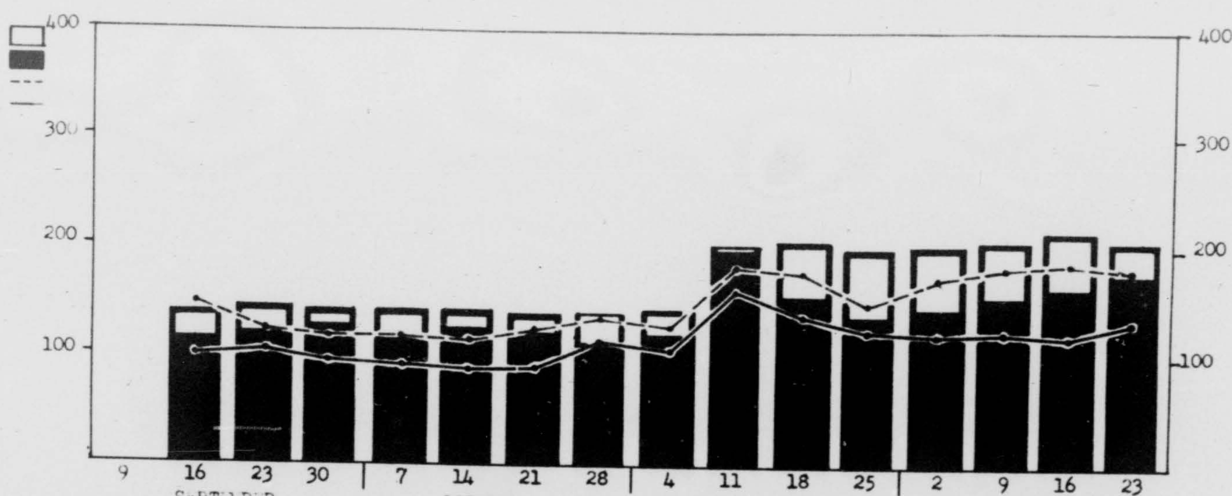
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AIRCRAFT STATUS
B-25
XII AIR SUPPORT COMMAND

9 Sept. thru 23 Dec. 1943



	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
	9	16	23	30	7	14	21	28	4	11	18	25	2	9	16	23
A/C ASSIGNED	*	139	143	141	141	141	138	138	143	200	204	198	200	204	212	204
A/C OPERATIONAL	*	115	120	127	114	125	121	112	120	198	155	137	143	153	161	175
CREWS ASSIGNED	*	147	121	116	116	114	124	135	127	181	176	148	171	180	183	178
CREWS OPERATIONAL	*	99	102	93	90	87	89	113	105	158	136	123	119	121	116	131

* NO REPORT AVAILABLE

SOURCE:
SCOR FORM #111

UNITS INCLUDED: 12th & 340th BOMB. GPS.
321st BOMB GP FROM 11 NOV.
(ADMIN CONTR. ONLY XII A.S.C.)

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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MISSIONS AND SORTIES BY UNITS
XII AIR SUPPORT COMMAND

1 Sept. thru 22 Dec. 1943

	47th F.B. Group	86th F.B. Group	31st Ftr. Group	33rd Ftr. Group	324th Ftr. Group	111th Rec. Sqdn.	225th Rec. Sqdn. (RAF)	324th RAF Wing	322nd RAF Wing	1st - 14th and 82nd Ftr. Groups	Command Total
Missions	380	396	373	304	133	533	520	645	144	242	3,670
Patrol and Fighter Sweeps	43	50	477	127	1			550	136	136	1,520
Bomb and Strafe	267	268		144	124					102	905
Tactical Reconnaissance	5	5		1	4	310	46	11		2	384
Photo Reconnaissance						198	25				223
Escort		13	60	30	4	2		61	6	2	178
Strafe	64	56	4					6	2		132
Artillery Adjustment						23	48				71
Scramble			16				1	17			34
Weather Reconnaissance			9	2							11
Sea Search			7								7
Food and Supply	1	4									5
Sorties	3,475	3,668	4,799	2,678	1,608	1,077	644	5,165	1,364	2,591	27,069
Patrol and Fighter Sweeps	334	337	4,178	855	8			4,476	1,313	1,410	12,911
Bomb and Strafe	2,575	2,829		1,427	1,577					1,173	9,581
Escort		100	472	348	16	16		498	43	4	1,497
Tactical Reconnaissance	22	13		44	7	619	492	27		4	1,228
Strafe	540	369	30					50	8		997
Photo Reconnaissance						396	50				446
Scramble			71				6	114			191
Artillery Adjustment						46	96				142
Sea Search			30								30
Food and Supply	4	20									24
Weather Reconnaissance			18	4							22

SOURCES:
DAILY OPERATIONS REPORT
SCOR FORM 34
DAILY INTELLIGENCE SUMMARY

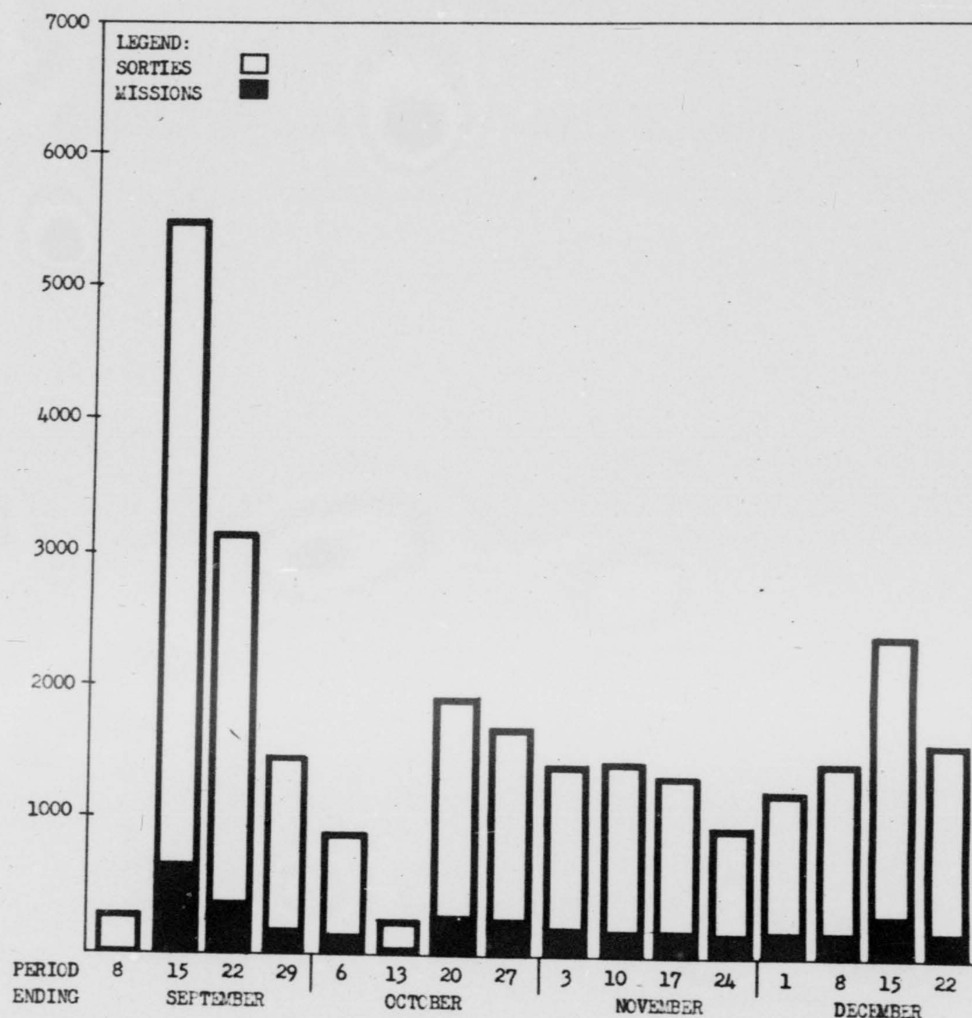
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SORTIES AND MISSIONS
XII AIR SUPPORT COMMAND
1 Sept. thru 22 Dec. 1943

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	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
PERIOD ENDING	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
SORTIES	298	5495	3142	1479	908	259	1923	1705	1425	1452	1346	967	1236	1443	2395	1596	27069
MISSIONS	22	665	397	186	141	41	290	269	211	196	196	168	189	189	317	193	3670

SOURCE:
DAILY OPERATIONS REPORT
SCOR FORM #34

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

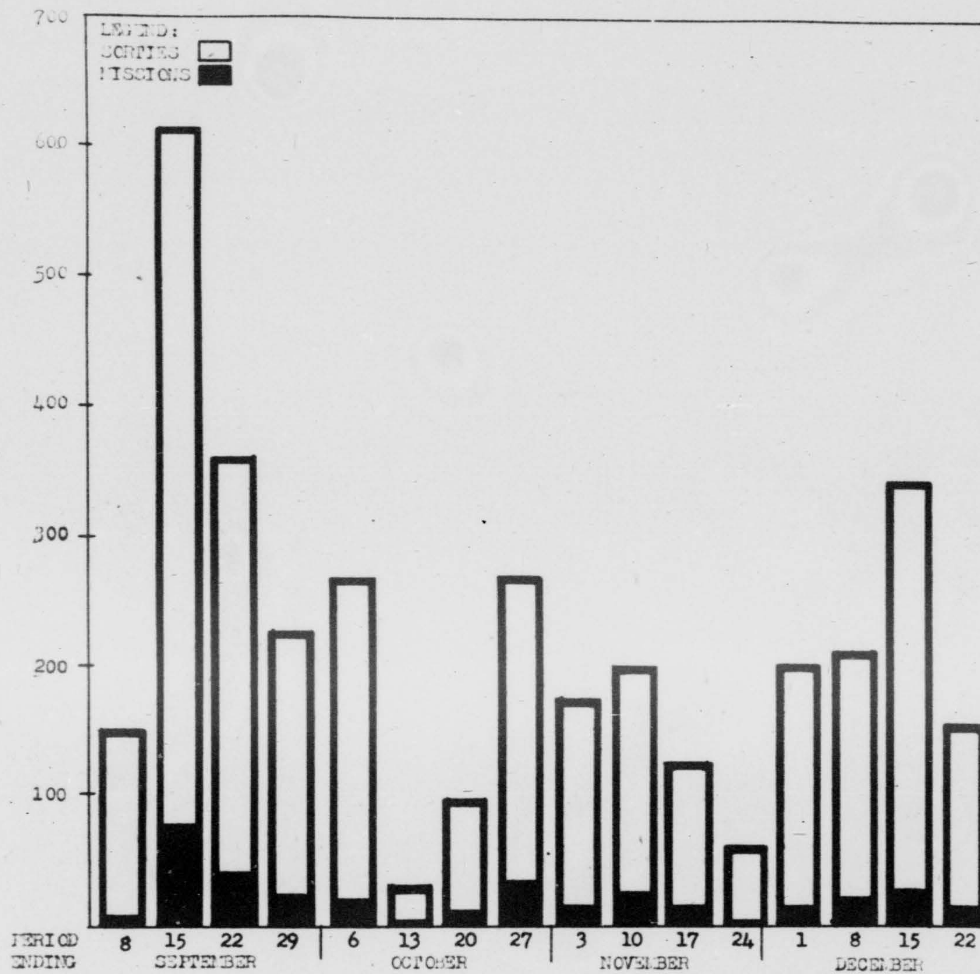
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SORTIES AND MISSIONS
47th FIGHTER BOMBER GROUP

1 Sept. thru 22 Dec. 1943



	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
PERIOD ENDING	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
SORTIES	132	614	361	227	267	32	98	268	175	200	126	62	202	212	344	155	3,475
MISSIONS	9	79	42	25	32	4	12	36	17	24	14	4	17	21	29	15	380

SOURCES:
DAILY OPERATIONS REPORT
SCOR FORM #34

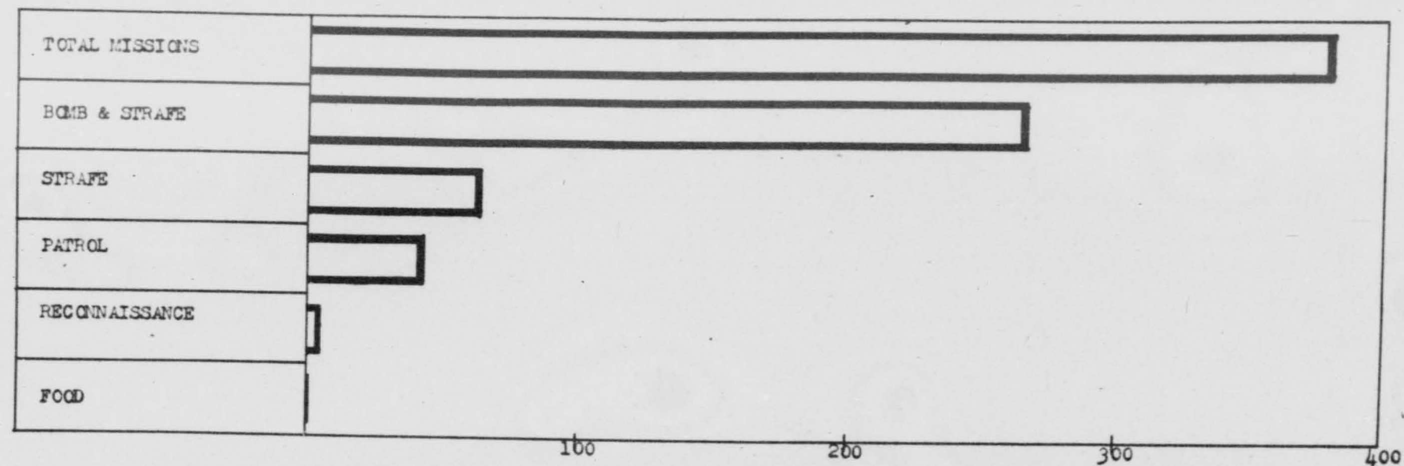
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XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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TYPES OF MISSIONS FLOWN
27th FIGHTER BOMBER GROUP

1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
BOMB & STRAFE	7	39	37	21	11	4	3	26	14	16	10	4	17	17	29	12	267
STRAFE	-	9	1	2	18	-	5	10	3	5	4	6	-	4	-	3	64
PATROL	-	31	4	-	2	-	4	-	-	2	-	-	-	-	-	-	43
RECONNAISSANCE	2	-	-	1	1	-	-	-	-	1	-	-	-	-	-	-	5
FOOD	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL MISSIONS	9	79	42	25	32	4	12	36	17	24	14	4	17	21	29	15	380

SOURCES:
DAILY OPERATIONS REPORT
SCOR FORM #34

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

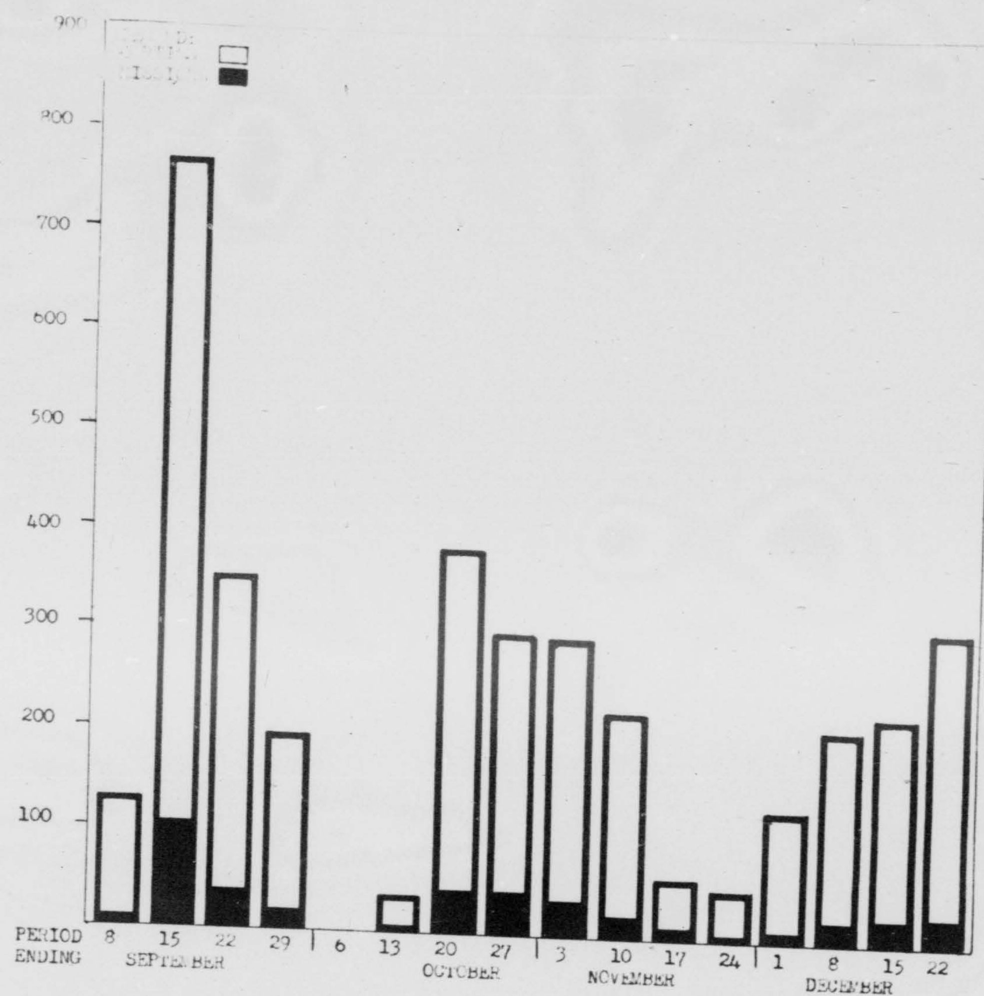
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6024

1 Sept. thru 22 Dec. 1943



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	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
PERIOD ENDING	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
SORTIES	126	766	352	192	-	35	381	297	294	222	79	50	128	210	225	311	3,668
MISSIONS	8	102	37	18	-	3	39	39	32	20	11	5	10	21	24	27	396

SOURCES:
DAILY OPERATIONS REPORT
SCOR FORM #34

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

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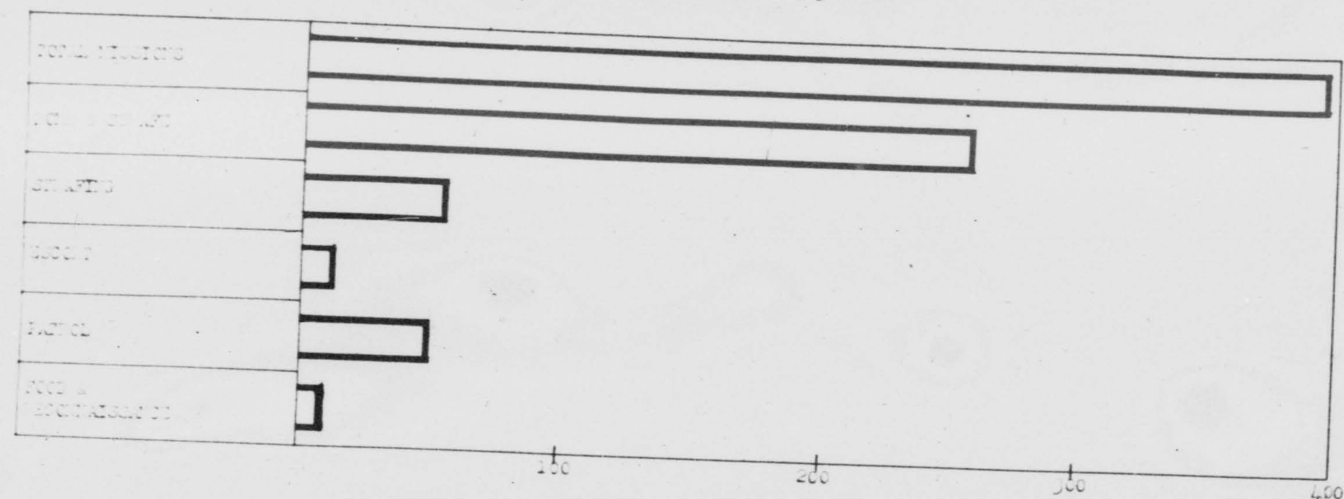
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TYPES OF MISSIONS FLOWN
86th FIGHTER BOMBER GROUP

1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
[illegible] & STRAFE	8	46	27	14	-	3	23	30	23	17	3	5	9	17	19	24	268
STRAFING	-	3	5	2	-	-	15	9	4	3	7	-	1	-	4	3	56
ESCORT	-	12	1	-	-	-	-	-	-	-	-	-	-	-	-	-	13
PATROL	-	41	4	2	-	-	1	-	-	-	1	-	-	-	1	-	50
[illegible] & RECONNAISSANCE	-	-	-	-	-	-	-	-	5	-	-	-	-	4	-	-	9
TOTAL MISSIONS	8	102	37	18	-	3	39	39	32	20	11	5	10	21	24	27	396

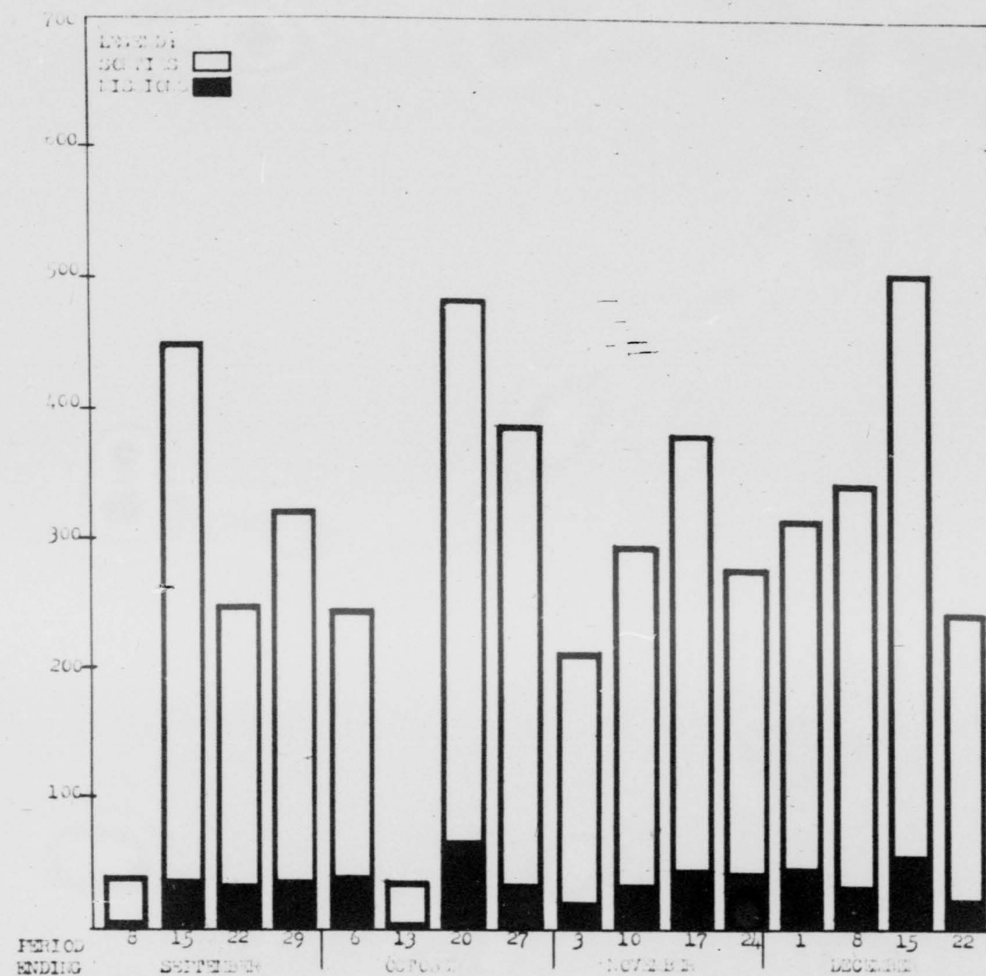
SOURCES:
DAILY OPERATIONS REPORT
[illegible] FORM 34

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SORTIES AND MISSIONS
31st FIGHTER GROUP
1 Sept. thru 22 Dec. 1943



	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				TOTAL
PERIOD ENDING	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	
SORTIES	40	452	250	322	246	37	486	388	213	295	380	279	316	344	507	244	4.799
MISSIONS	5	39	34	39	41	4	69	36	21	35	46	44	47	34	56	23	573

SOURCES:
DAILY OPERATIONS REPORT
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TYPES OF MISSIONS FLOWN
31st. FIGHTER GROUP
1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				TOTAL
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	
PATROL & FIGHTER SWEEP	3	39	22	39	38	4	66	25	10	19	44	39	45	30	41	13	477
ESCORT	-	-	10	-	1	-	2	9	8	13	-	2	-	3	7	5	60
SEA SEARCH	1	-	2	-	2	-	1	-	-	-	-	1	-	-	-	-	7
SCRAMBLE	1	-	-	-	-	-	-	2	3	3	2	2	-	1	-	2	16
MISCELLANEOUS	-	-	-	-	-	-	-	-	-	-	-	-	2	-	8	3	13
TOTAL MISSIONS	5	39	34	39	41	4	69	36	21	35	46	44	47	34	56	23	573

SOURCES: DAILY OPERATIONAL REPORT
SCOR FORM #34

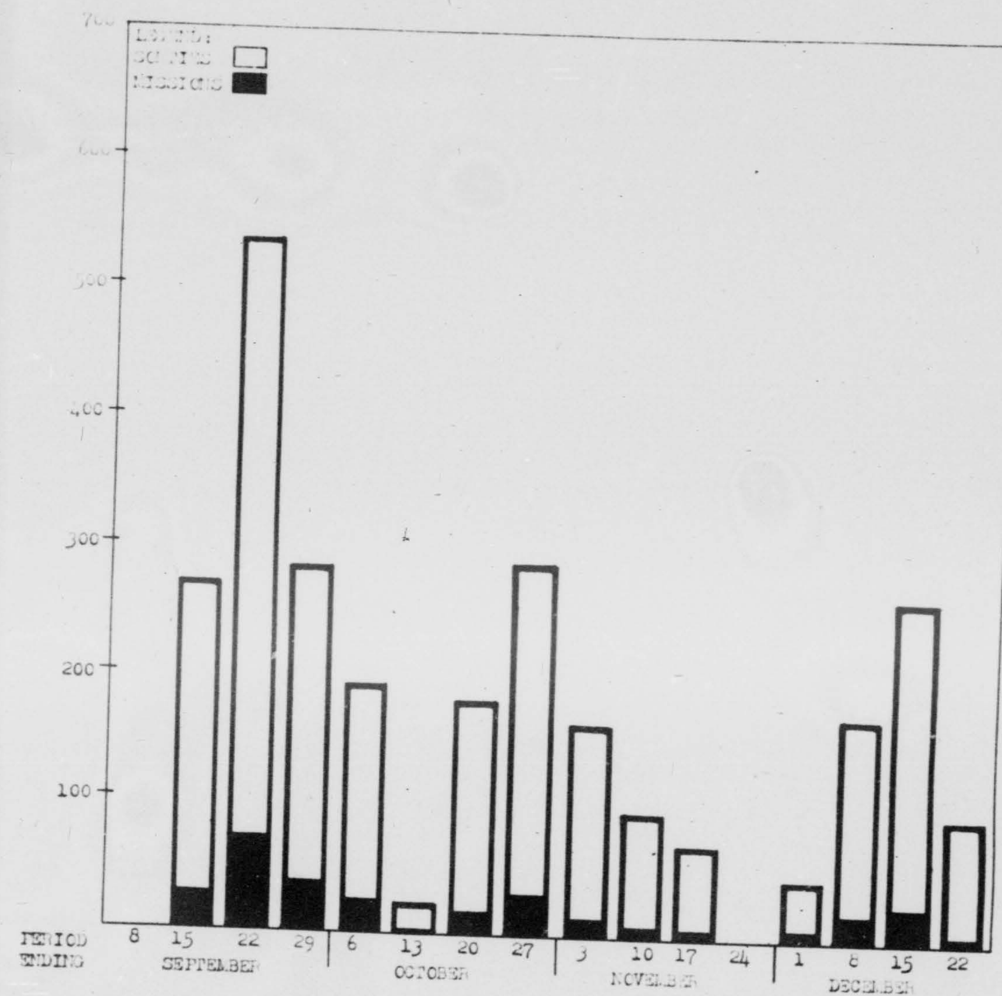
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SORTIES & MISSIONS
[illegible] FIGHTER GROUP
1 Sept. thru. [illegible] Dec. [illegible]



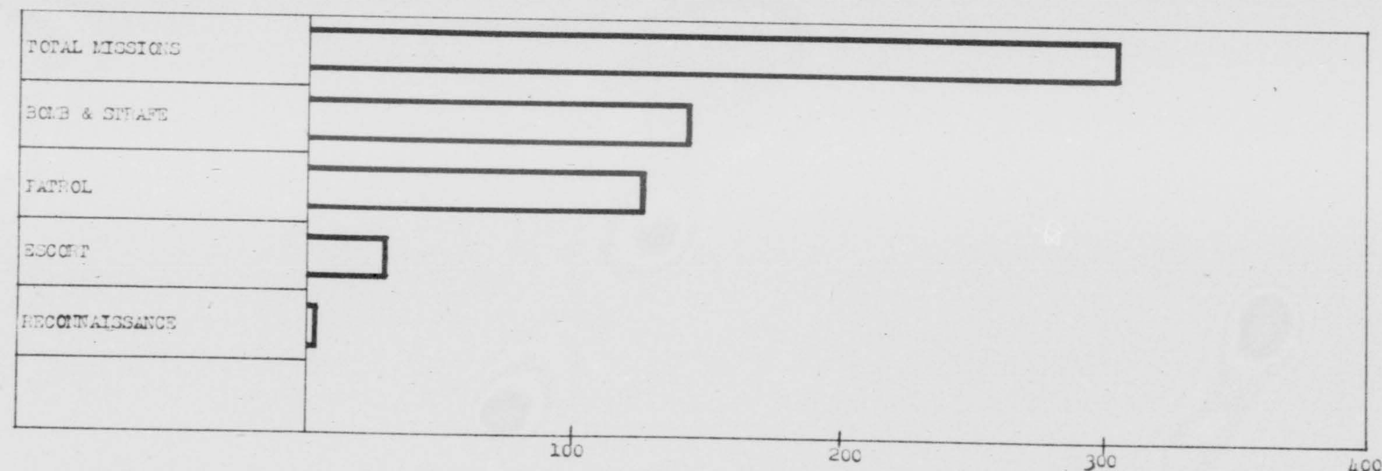
PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
SORTIES	-	269	537	282	191	23	180	287	164	95	71	-	47	172	264	96	2,678
MISSIONS	-	29	72	38	25	2	18	31	14	8	7	-	8	20	26	5	305

SOURCES:
DAILY OPERATIONS REPORT
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TYPES OF MISSIONS FLOWN
33rd FIGHTER GROUP
1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
BOMB & STRAFE	-	5	1	9	13	2	7	25	14	7	4	-	8	20	27	2	144
PATROL	-	18	69	23	11	-	5	-	-	-	-	-	-	-	1	-	127
ESCORT	-	6	2	6	1	-	6	6	-	-	-	-	-	-	-	3	30
RECONNAISSANCE	-	-	-	-	-	-	-	-	-	1	3	-	-	-	-	-	4
TOTAL MISSIONS	-	29	92	38	25	2	18	31	14	8	7	-	8	20	28	5	305

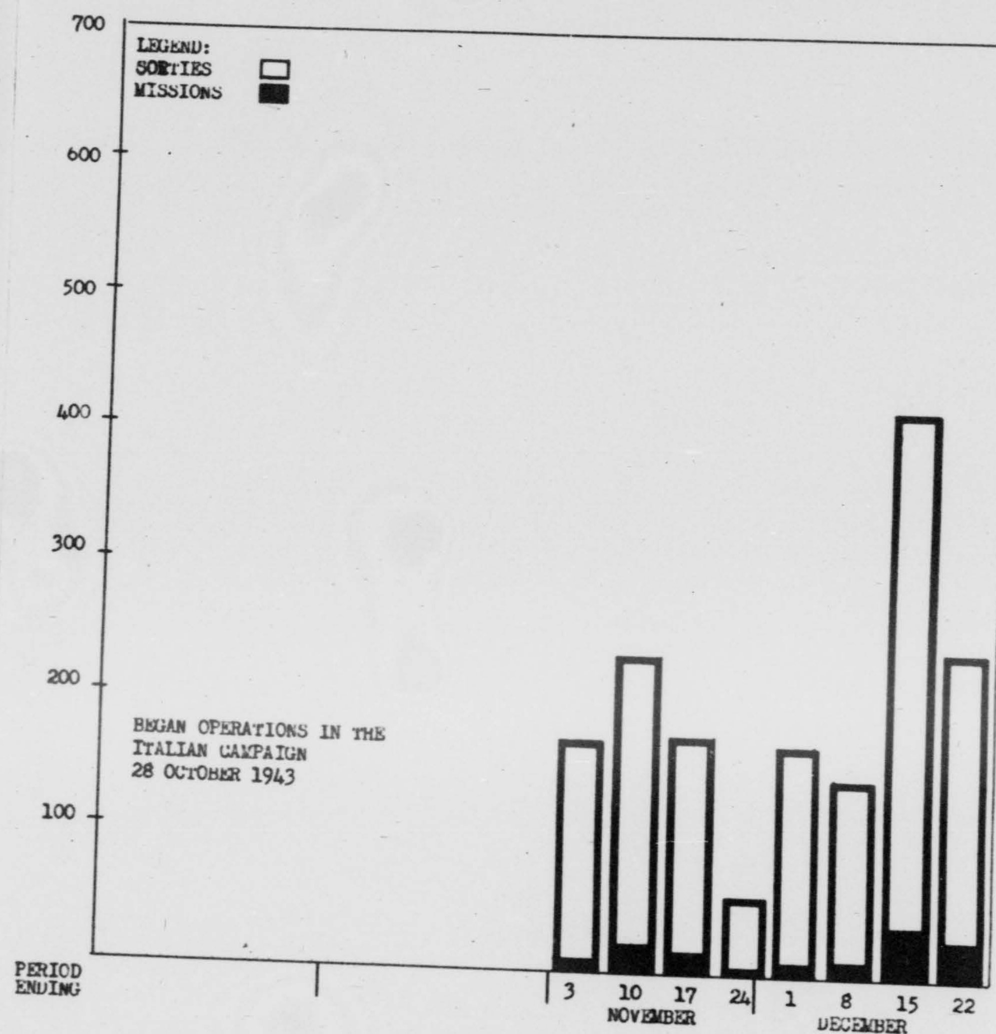
SOURCES:
DAILY OPERATIONS REPORT
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SORTIES AND MISSIONS
324thFIGHTER GROUP
28 Oct. thru 22 Dec. 1943

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PERIOD ENDING					OCTOBER 6	13	20	27	NOVEMBER 3	10	17	24	DECEMBER 1	8	15	22	TOTAL
SORTIES									171	234	174	57	169	144	419	240	1608
MISSIONS									9	21	16	5	10	11	38	28	133

SOURCES:
DAILY OPERATIONS REPORT
SCOR FORM #34

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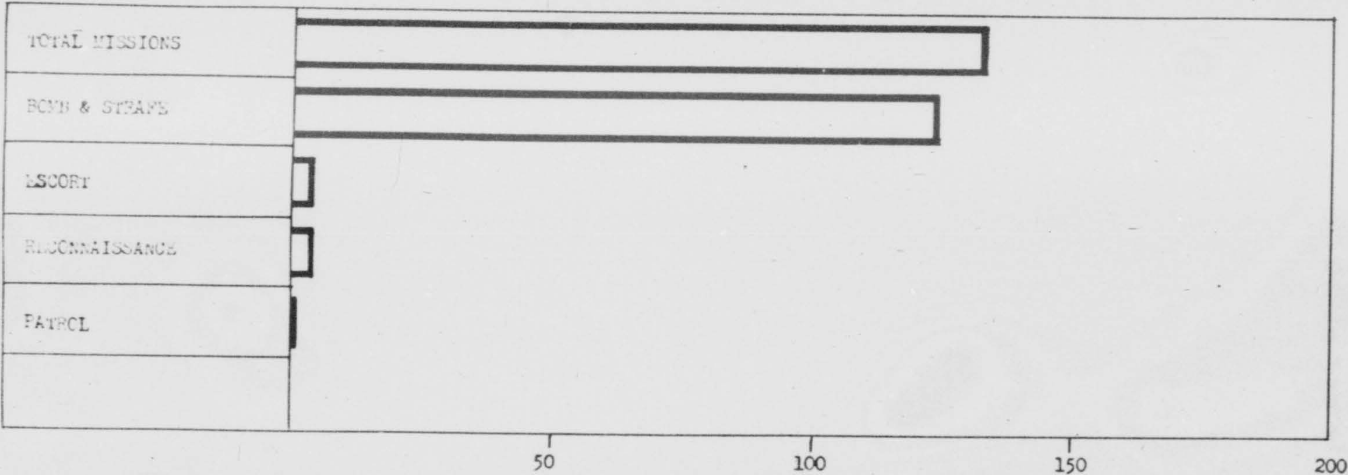
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324th FIGHTER GROUP
TYPES OF MISSIONS FLOWN

1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
									3	10	17	24	1	8	15	22	TOTAL
BOMB & STRAFE	BEGAN OPERATIONS IN THE ITALIAN								9	21	15	5	10	11	34	19	124
ESCORT	CAMPAIGN 28 OCTOBER 1943.								-	-	1	-	-	-	-	3	4
RECONNAISSANCE									-	-	-	-	-	-	3	1	4
PATROL									-	-	-	-	-	-	1	-	1
TOTAL MISSIONS									9	21	16	5	10	11	38	23	133

SOURCES:
DAILY OPERATIONS REPORT
SCOR FORM #34

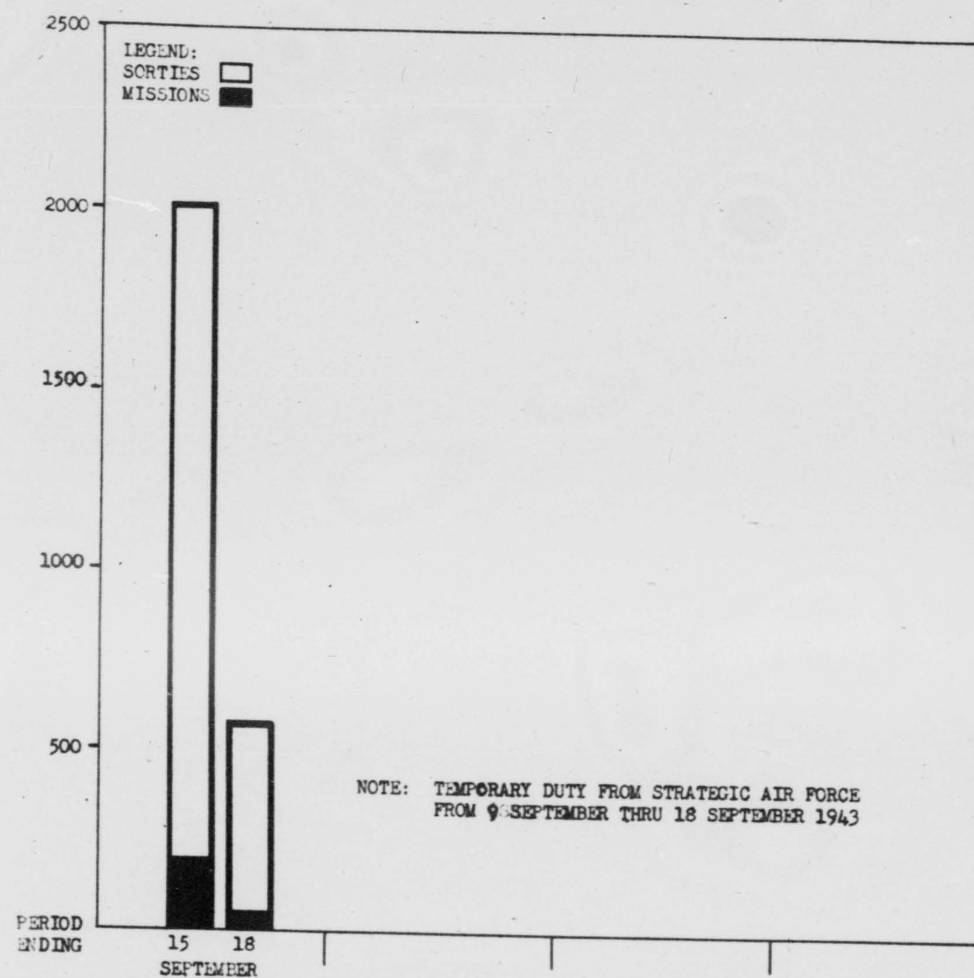
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SORTIES AND MISSIONS
1st, 14th & 82nd FIGHTER GROUPS

9 Sept. thru 18 Sept. 1943



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	SEPTEMBER	
PERIOD ENDING	15	18
SORTIES	2017	574
MISSIONS	194	48

SOURCES:
DAILY OPERATIONS REPORT
SCOR FORM#34

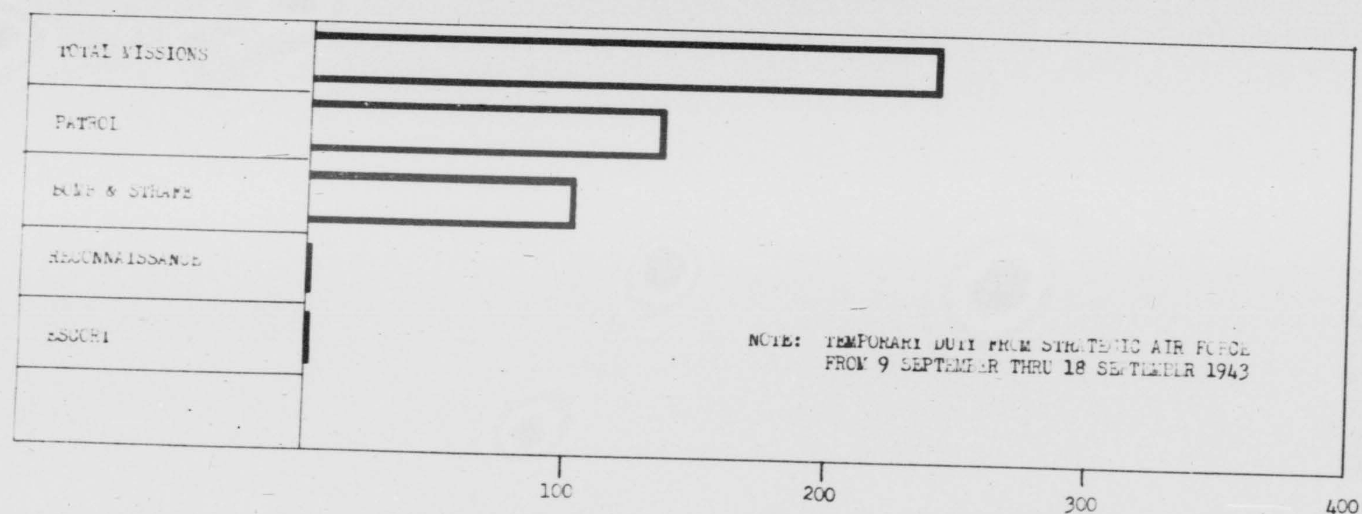
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TYPES OF MISSIONS FLOWN
1st, 14th and 82nd FIGHTER GROUPS
9 Sept. thru 18 Sept. 1943



PERIOD ENDING	SEPTEMBER 15	SEPTEMBER 18	TOTAL
PATROL	136	-	136
BOMB & STRAFE	56	46	102
RECONNAISSANCE	2	-	2
ESCORT	-	2	2
TOTAL MISSIONS	194	48	242

SOURCES:
DAILY OPERATIONS REPORT
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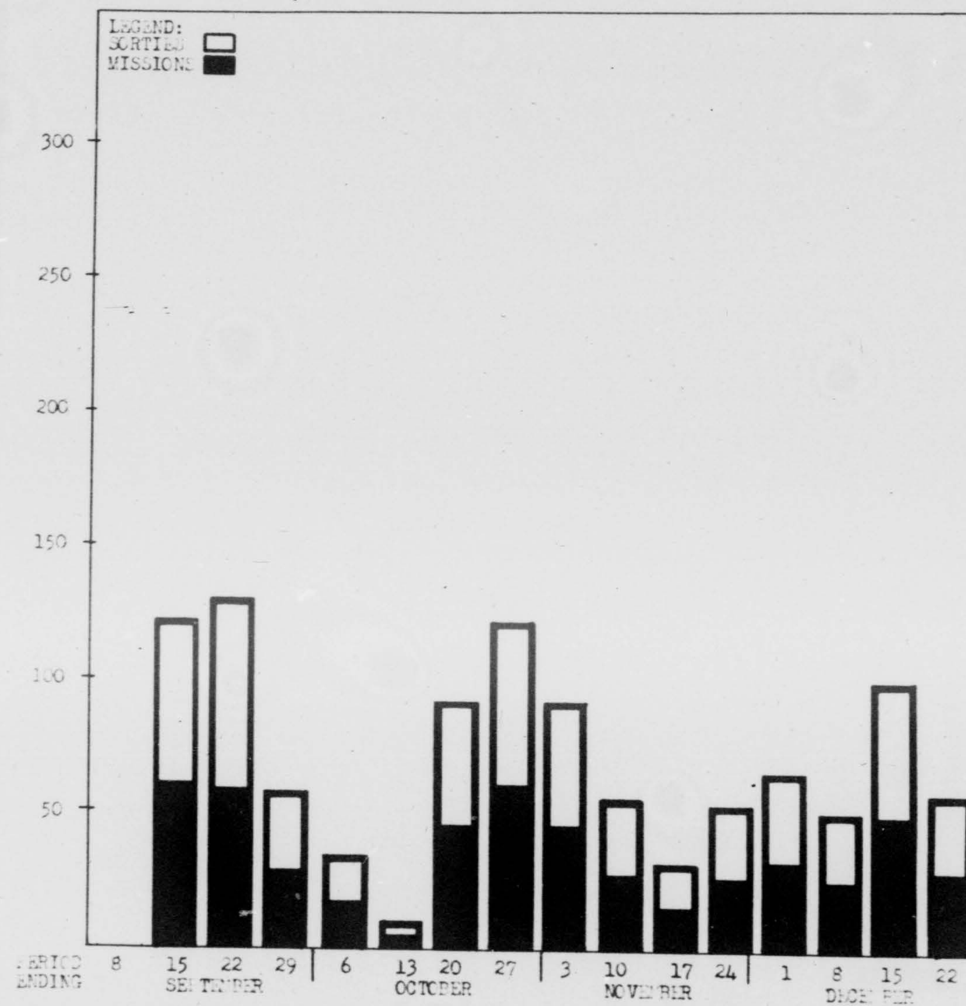
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SORTIES AND MISSIONS
111th RECONNAISSANCE SQUADRON

8 Sept. thru 22 Dec. 1943



	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
PERIOD ENDING	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
SORTIES	-	122	130	58	34	10	92	122	92	56	32	54	66	51	100	58	1,077
MISSIONS	-	61	59	29	17	5	46	61	46	28	16	27	33	26	50	29	523

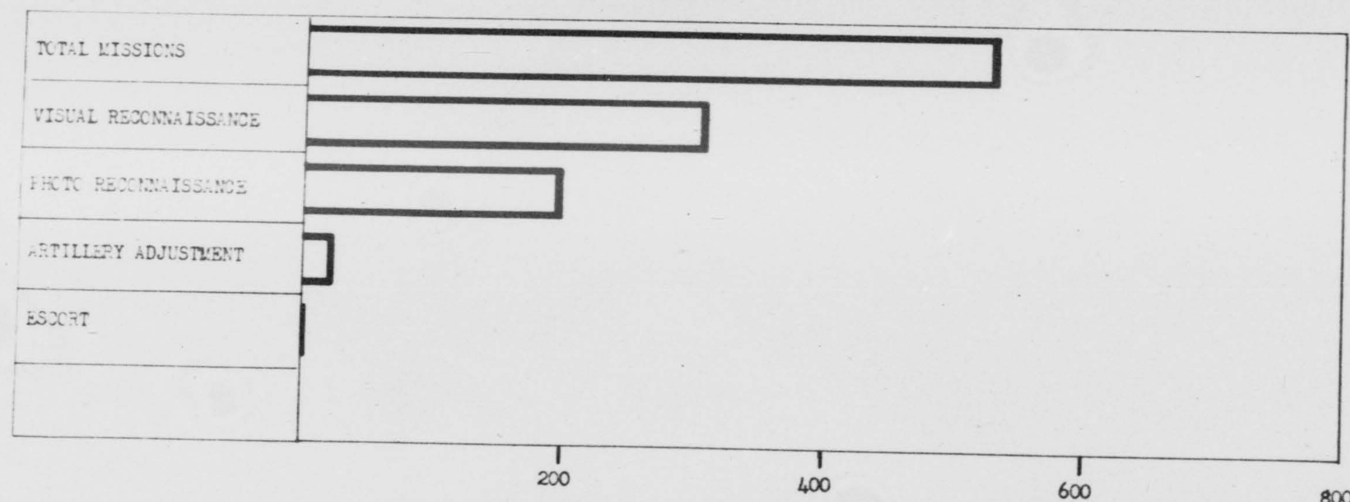
SOURCES: DAILY OPERATION REPORT
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TYPES OF MISSIONS FLOWN
111TH RECONNAISSANCE SQUADRON
1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
VISUAL RECONNAISSANCE	-	40	29	16	15	4	29	31	20	18	4	16	20	20	27	21	310
PHOTO RECONNAISSANCE	-	21	28	13	2	1	17	30	24	9	9	4	9	4	20	7	198
ARTILLERY ADJUSTMENT	-	-	-	-	-	-	-	-	2	1	3	7	4	2	3	1	23
ESCORT	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	2
TOTAL MISSIONS	-	61	59	29	17	5	46	61	46	28	16	27	33	26	50	29	533

SOURCES:
DAILY OPERATIONS REPORT
SCOR FORM #34

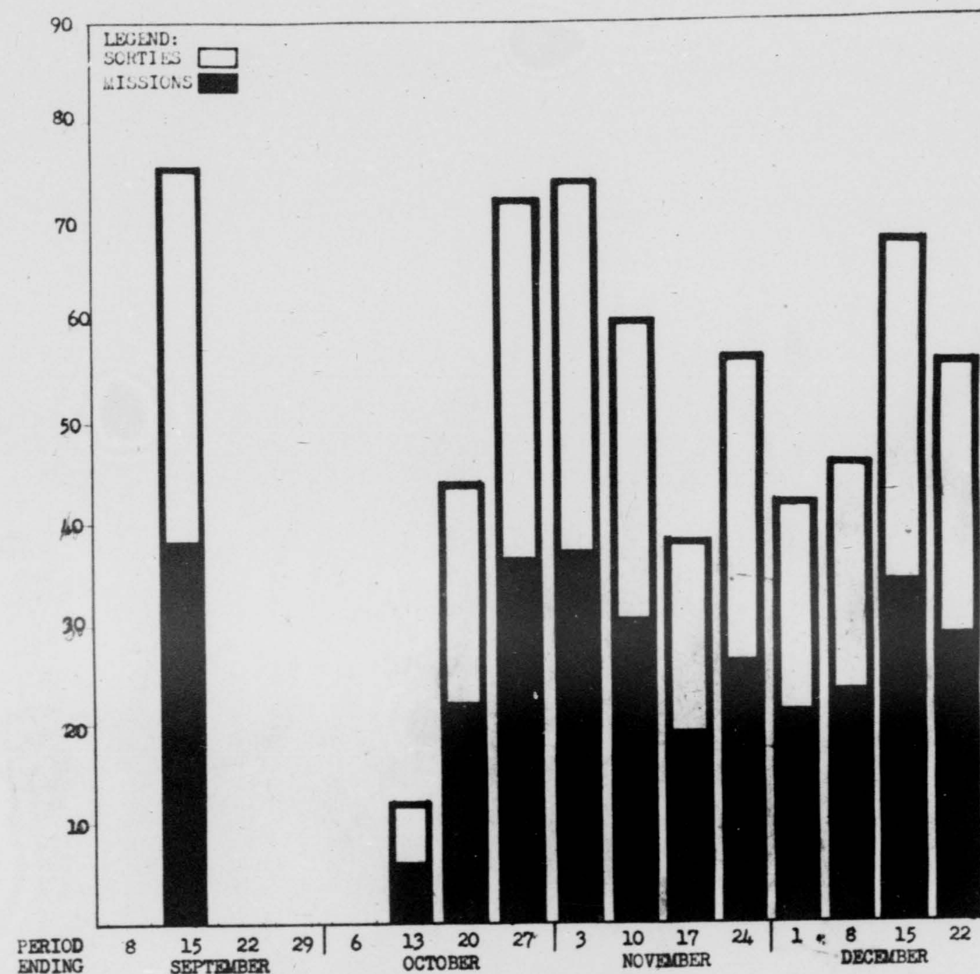
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SORTIES AND MISSIONS
225 TAC/R SQUADRON
RAF
1 September through 22 December 1943



	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
PERIOD ENDING	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
SORTIES	-	76	-	-	-	12	44	72	74	60	38	56	42	46	68	56	644
MISSIONS	-	38	-	-	-	6	22	36	37	30	19	26	21	23	34	28	320

SOURCE: DAILY OP-REPS
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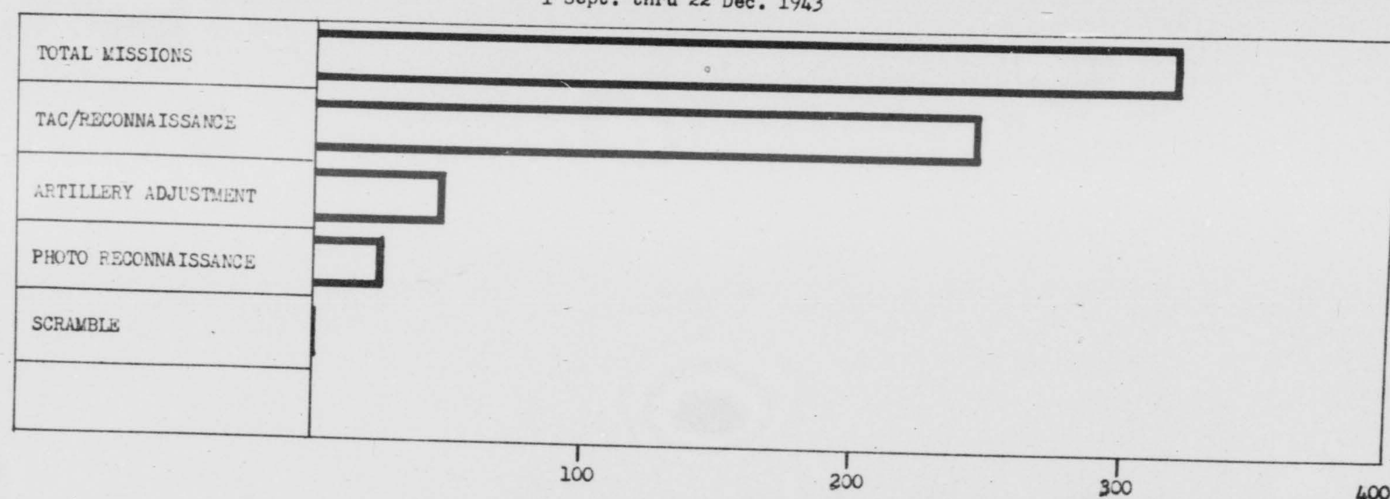
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TYPES OF MISSIONS FLOWN
225 TAC/R SQUADRON
RAF
1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
TAC/RECONNAISSANCE	-	32	-	-	-	6	20	32	30	25	12	15	14	18	24	18	246
ARTILLERY ADJUSTMENT	-	5	-	-	-	-	1	2	5	1	5	6	5	5	7	6	48
PHOTO RECONNAISSANCE	-	1	-	-	-	-	1	2	2	4	2	4	2	-	3	4	25
SCRAMPLE	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1
TOTAL MISSIONS	-	38	-	-	-	6	22	36	37	30	19	26	21	23	34	28	320

SOURCES:
DAILY OPERATIONS REPORT
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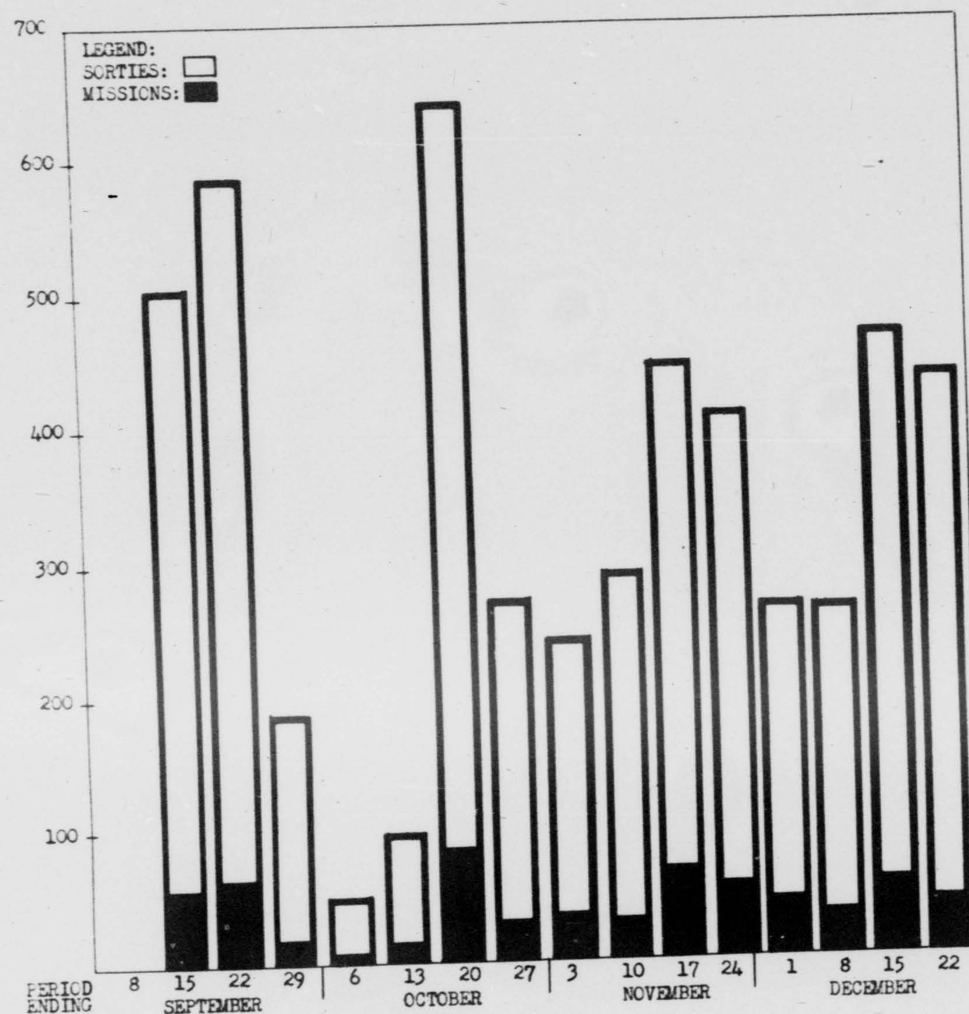
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SORTIES AND MISSIONS
324 Wing RAF

1 September thru 22 December 1943



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	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
PERIOD ENDING	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
SORTIES		506	589	188	50	98	642	271	242	290	446	409	266	264	468	436	5165
MISSIONS		57	65	19	8	15	84	30	35	30	68	57	43	33	58	43	645

SOURCES:
DAILY OPERATIONS REPORT
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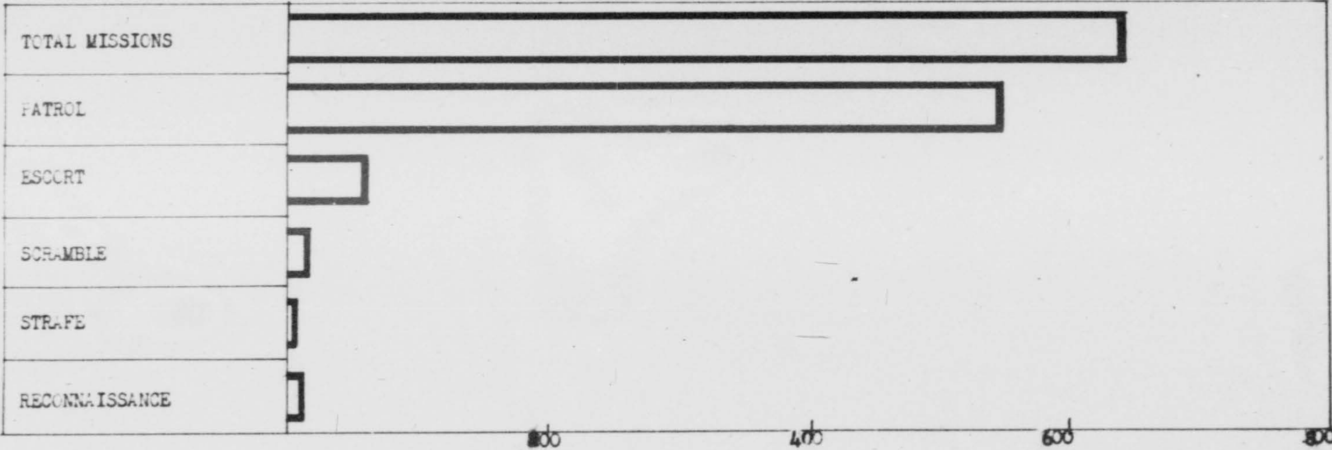
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TYPES OF MISSIONS FLOWN
324 WING RAF
1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				TOTAL
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	
PATROL		57	65	19	8	14	82	22	20	23	59	53	40	27	39	26	550
ESCORT		-	4	-	-	1	1	6	11	2	7	2	-	4	12	11	61
SCRAMBLE		-	-	-	-	-	-	2	3	5	2	2	-	-	1	2	17
STRAFE		-	-	-	-	-	-	-	-	-	-	-	2	1	3	-	6
RECONNAISSANCE							1		1				1	1	3	4	11
TOTAL MISSIONS		57	65	19	8	15	84	30	35	30	68	57	43	33	58	43	645

SOURCES:
DAILY OPERATIONS REPORT
SCOR FORM #34

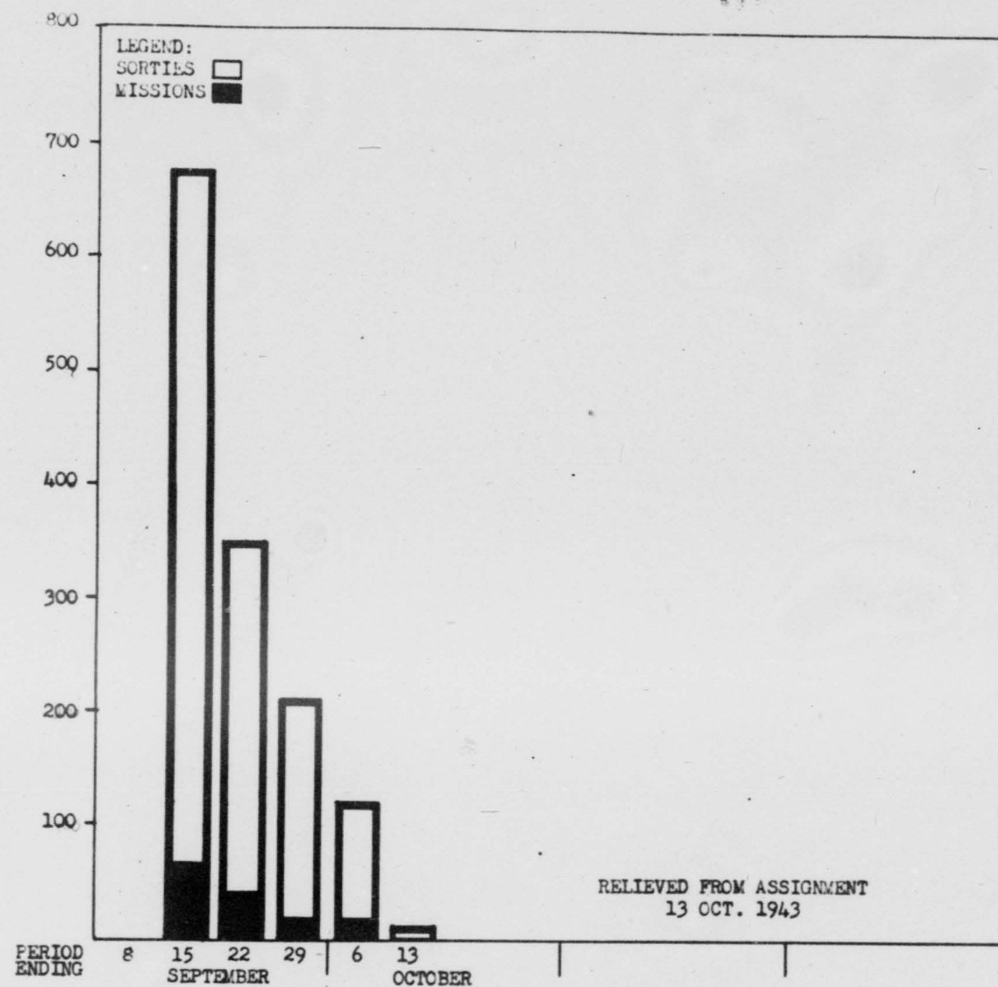
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SORTIES AND MISSIONS
322 WING RAF
1 September through 13 October 1943

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PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
SORTIES		673	349	210	120	12											1364
MISSIONS		66	40	18	18	2											

SOURCES: DAILY OPERATION REPORTS
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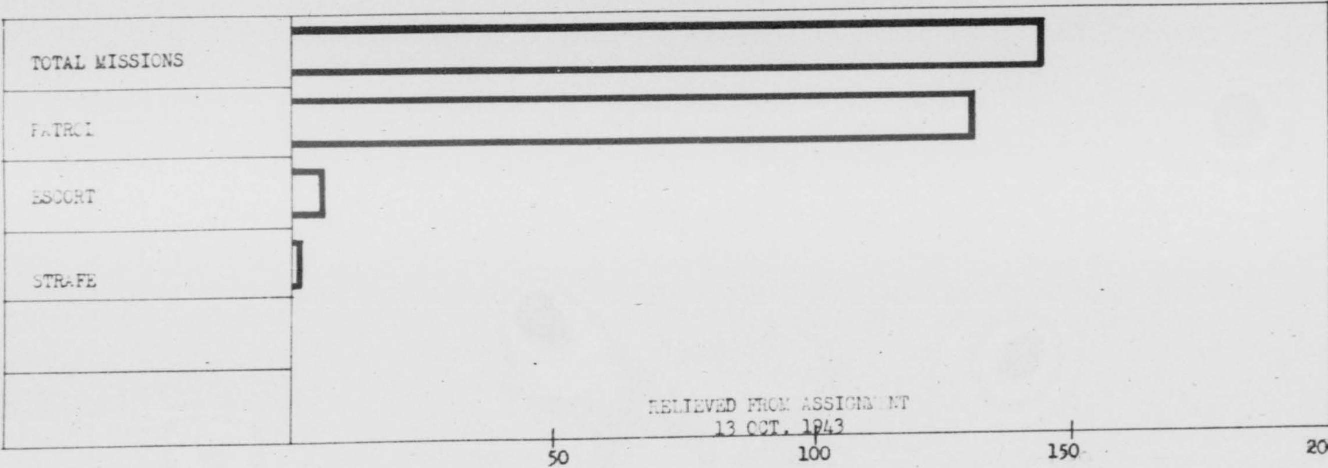
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TYPES OF MISSIONS FLOWN
322 WING RAF
1 Sept. thru 13 Oct. 1943



PERIOD ENDING	SEPTEMBER 8	15	22	29	OCTOBER 6	13	20	27	NOVEMBER 3	10	17	24	DECEMBER 1	8	15	22	TOTAL
PATROL	-	66	35	18	15	2											136
ESCORT	-	-	5	-	1	-											6
STRAFE	-	-	-	-	2	-											2
TOTAL MISSIONS	-	66	40	18	18	2											144

SOURCES:
DAILY OPERATIONS REPORT
SCOR FORM #34

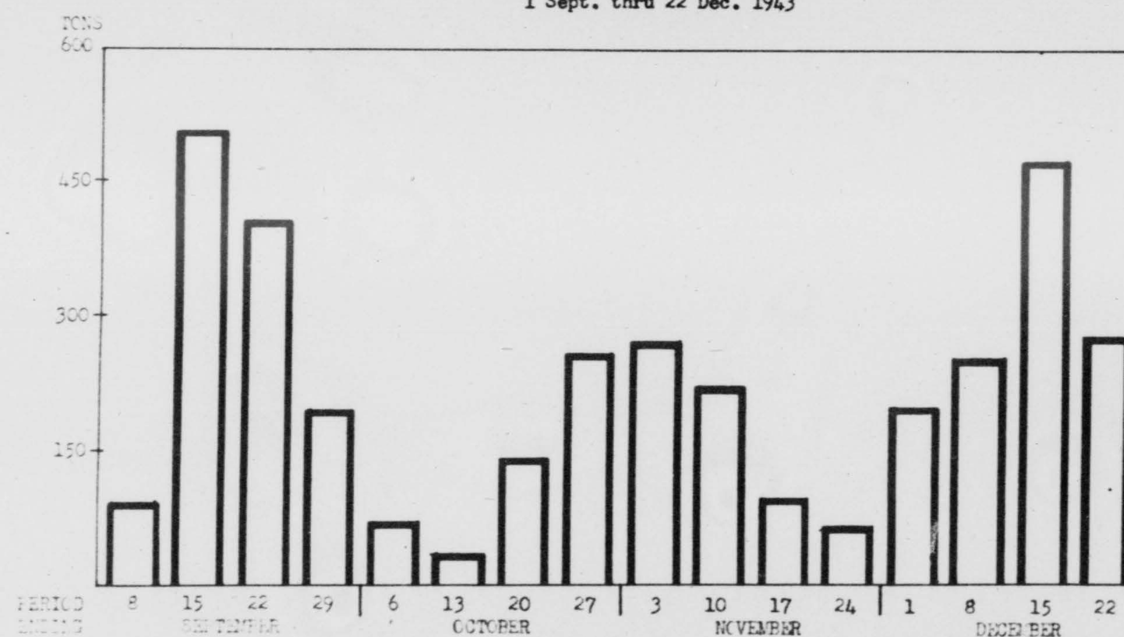
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BOMBS DROPPED ON TARGET
XII AIR SUPPORT COMMAND
1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
TONS, BOMBS	92	508	406	195	70	34	142	258	272	223	97	66	198	255	475	292	3,583

SOURCE:
DAILY OPERATIONS REPORT
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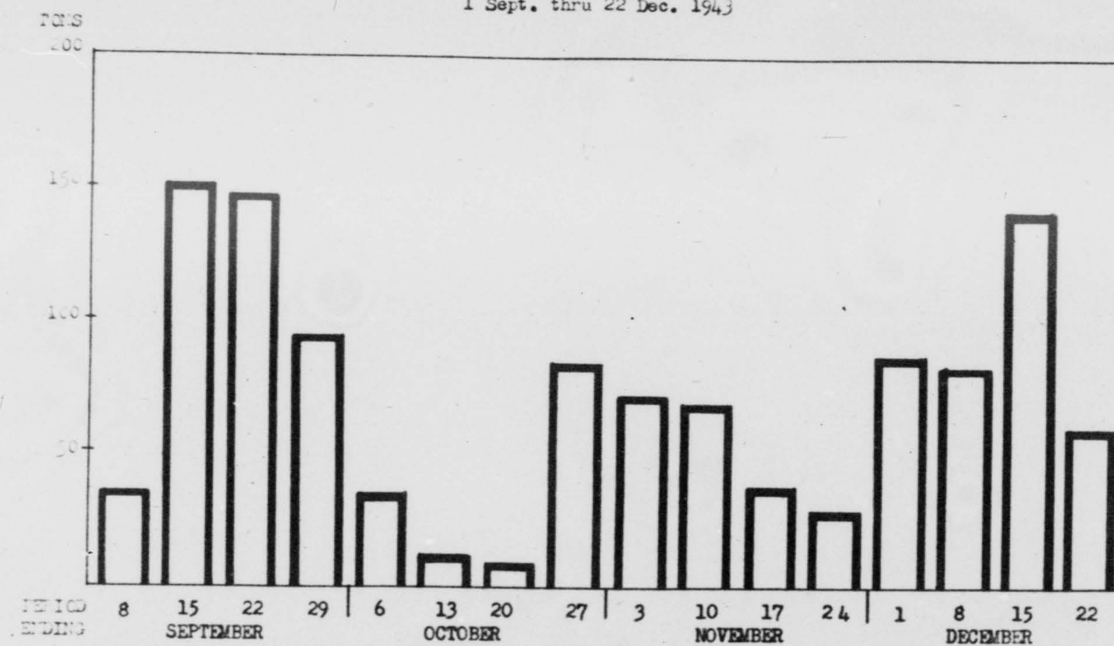
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BOMBS DROPPED ON TARGET
27th FIGHTER BOMBER GROUP
1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
TONS, BOMBS	36	151	147	94	35	12	9	84	72	69	38	29	87	83	142	60	1,148

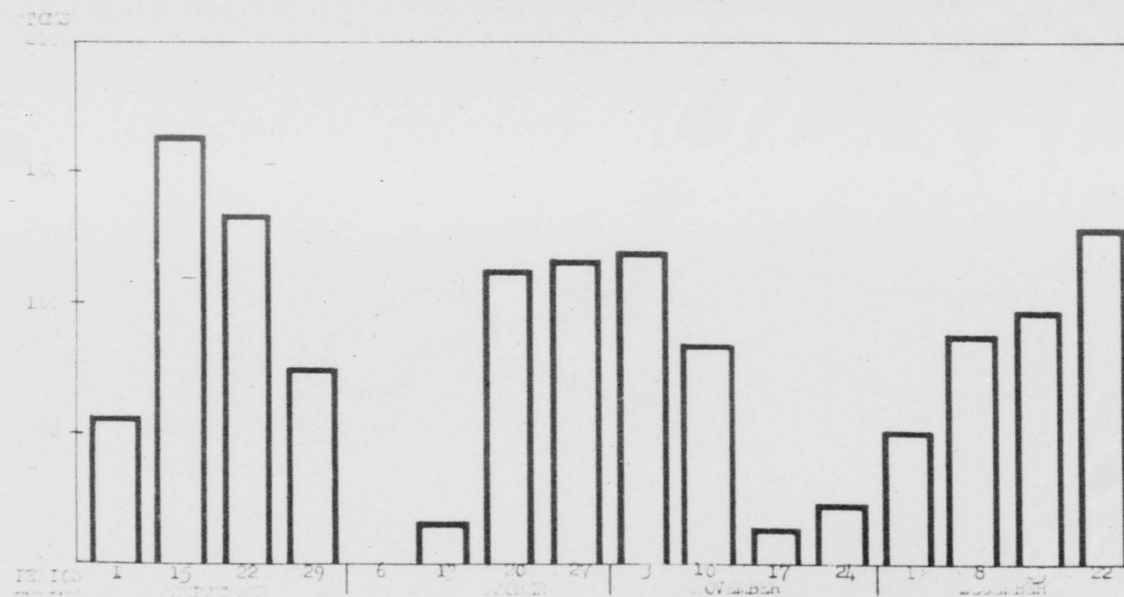
SOURCES:
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1 Sept. thru 22 Dec. 1943



PERIOD ENDING	[illegible]				OCTOBER				NOVEMBER				DECEMBER				
	8	[illegible]	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
[illegible]	[illegible]	[illegible]	[illegible]	7[illegible]	-	16	115	117	120	84	14	23	51	[illegible]	97	129	1,[illegible]82

SOURCE:
DAILY OPERATIONS [illegible]
[illegible] FORM #34

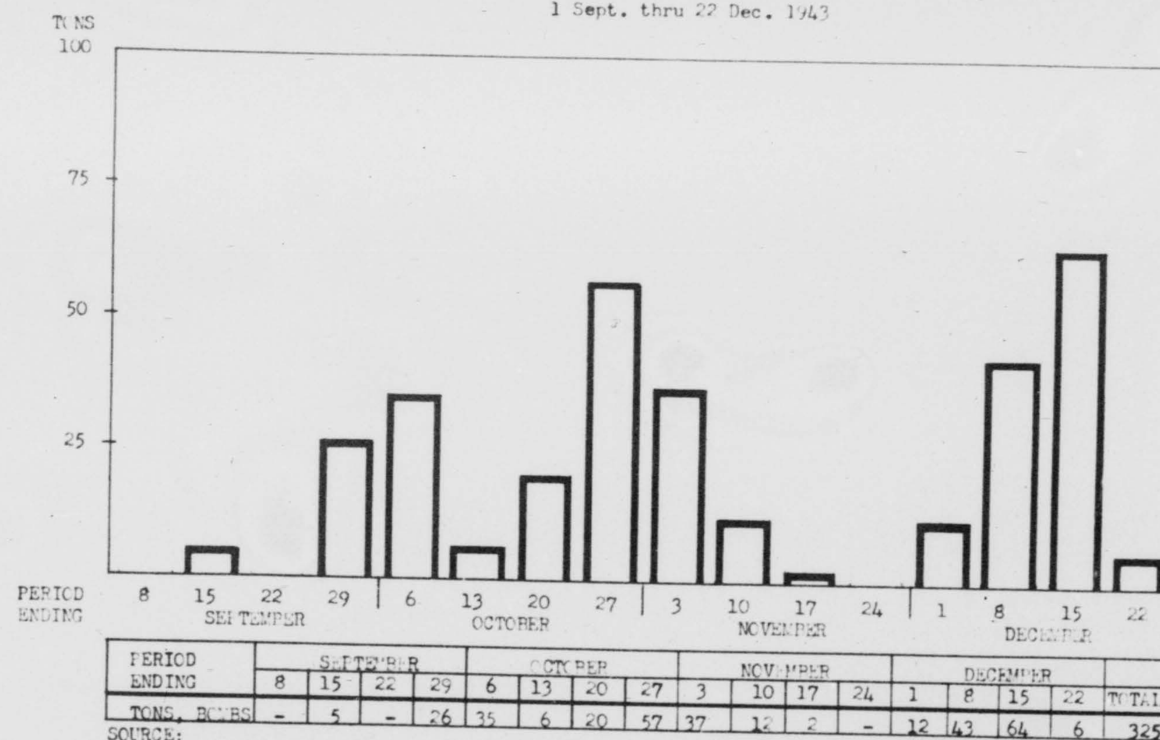
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BOMBS DROPPED ON TARGET
33rd FIGHTER GROUP
1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
TONS, BOMBS	-	5	-	26	35	6	20	57	37	12	2	-	12	43	64	6	325

SOURCE:
DAILY OPERATIONS REPORT
SCOR FORM #34

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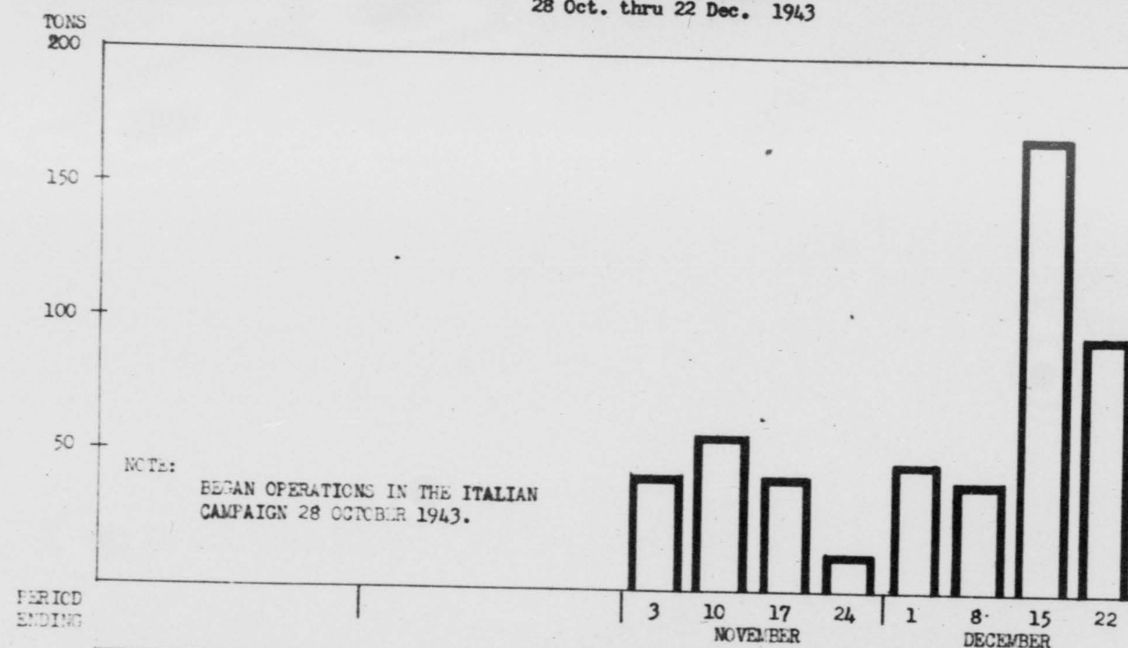
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BOMBS DROPPED ON TARGET
324th FIGHTER GROUP
28 Oct. thru 22 Dec. 1943



PERIOD ENDING									NOVEMBER				DECEMBER				
									3	10	17	24	1	8	15	22	TOTAL
TONS, BOMBS									43	58	43	14	48	41	172	97	416

SOURCE:
DAILY OPERATIONS REPORT
SCOR FORM #34

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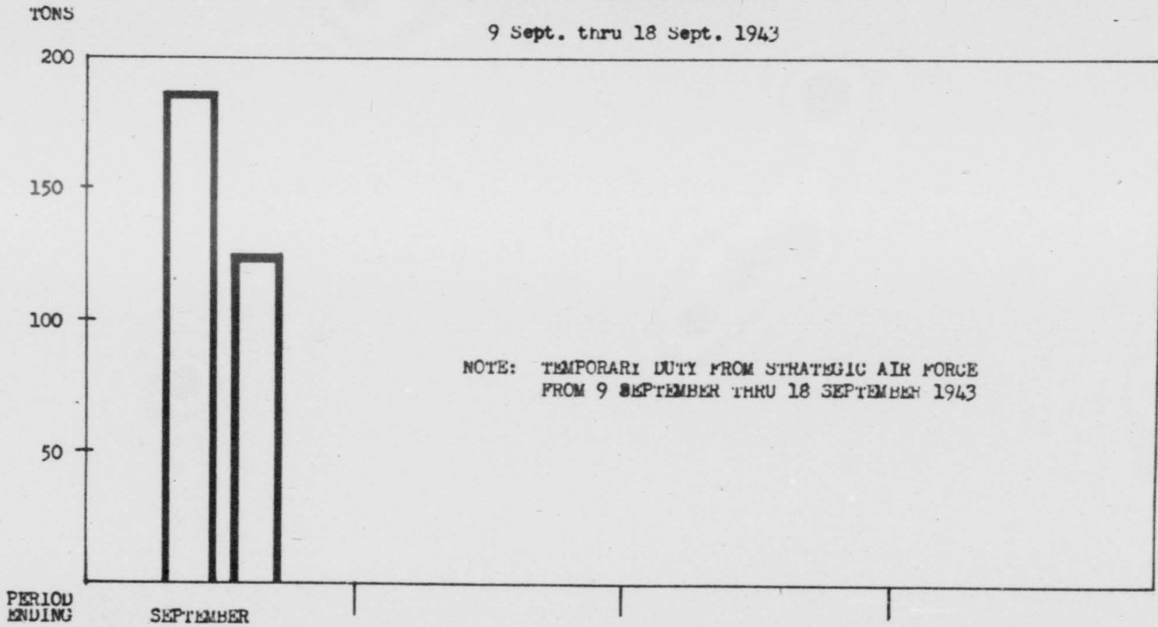
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BOMBS DROPPED ON TARGET
1st, 14th and 82nd FIGHTER GROUPS

9 Sept. thru 18 Sept. 1943



PERIOD END.	SEPTEMBER																	TOTAL
	-	15	18	-														
TONS, BOMBS	-	187	125	-														312

SOURCES:
DAILY OPERATIONS REPORT
DAILY INTELLIGENCE SUMMARY

PREPARED BY:
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XII AIR SUPPORT COMMAND
1 Sept. thru 22 Dec. 1943

TYPE OF TARGET	NO. OF ATTACKS
Roads and Road Junctions	363
Gun Positions	310
Strategic Towns	216
Bridges - Road and Rail	166
R.R. Stations and Yards	125
Troop Concentrations	75
Airfields and Seaplane Bases	68
Truck Convoys	33
Ports and Harbors	19
Warehouses	18
Miscellaneous Buildings	15
Factories	12
Radar Stations	10
Tank Formations	9
Radio Stations	9
Ammunition Dumps	7
Radio Towers	7
Gasoline Dumps	5
Oil Tanks	4
Flak Houses	4
Powerhouses	3
Supply Dumps	3
Ship Convoys	2
Weather Stations	1
Bridge Repair Equipment	1
Seaplane Refueling Equipment	1
Observation Post	1
Command Post	1
Powerlines	1

SOURCES:
[illegible] REPORT
[illegible]
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RESULTS OF ATTACKS ON TRANSPORTATION, COMBAT AND RAILROAD VEHICLES, GROUNDED AIRCRAFT AND SHIPPING.
XII AIR SUPPORT COMMAND
1 Sept. thru 22 Dec. 1943

Motor Transports and Armored Vehicles Destroyed. 849
Motor Transports and Armored Vehicles Damaged. 847

Railroad Locomotives and Cars Destroyed. 147
Railroad Locomotives and Cars Damaged. 300

Enemy Aircraft on Ground Destroyed 130
Enemy Aircraft on Ground Damaged 110

Ships and Small Boats Destroyed 3
Ships and Small Boats Damaged. 11

SOURCES:
DAILY OPERATIONAL REPORT
SCOR FORM 34
DAILY INTELLIGENCE SUMMARY

PREPARED BY:
XII AIR SUPPORT COMMAND
STATISTICAL SECTION

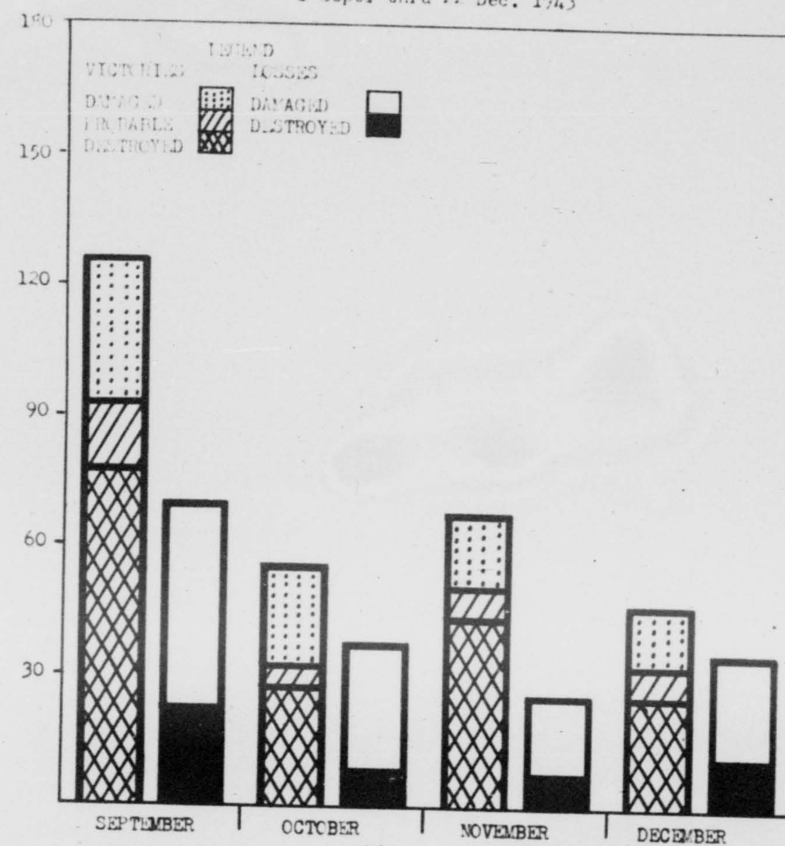
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COMBAT VICTORIES VS. LOSSES
XII AIR SUPPORT COMMAND

1 Sept. thru 22 Dec. 1943



	SEPT	OCT	NOV	DEC	TOTAL
VICTORIES:					
E/A DESTROYED	78	28	44	26	176
E/A PROBABLY DESTROYED	15	5	7	7	34
E/A DAMAGED	33	13	17	14	77
LOSSES:					
DESTROYED IN COMBAT	23	9	8	12	52
DAMAGED IN COMBAT	47	29	18	24	118

SOURCE:
DAILY OPERATIONS REPORT
SOOR FORM #34

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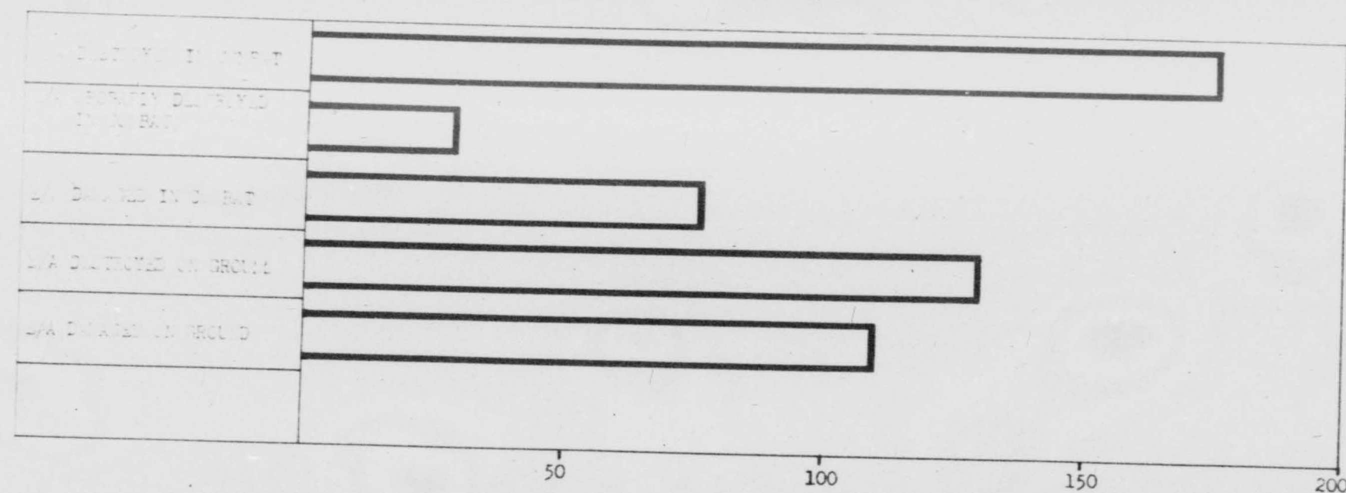
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AIRCRAFT VICTORIES
XII AIR SUPPORT COMMAND

1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
E/A DESTROYED IN COMBAT	-	48	24	6	4	2	16	6	13	11	18	2	1	10	9	6	176
E/A PROBABLES IN COMBAT	-	10	5	-	1	1	2	1	3	3	1	-	1	3	2	1	34
E/A DAMAGED IN COMBAT	-	21	11	1	-	2	11	-	5	3	7	2	-	1	11	2	77
E/A DESTROYED ON GROUND	-	15	26	7	6	34	19	8	6	7	-	-	-	1	-	1	130
E/A DAMAGED ON GROUND	-	13	40	19	-	15	6	7	4	1	1	-	-	2	-	2	110

SOURCE:
DAILY OPERATIONS REPORT
SCR FORM #34

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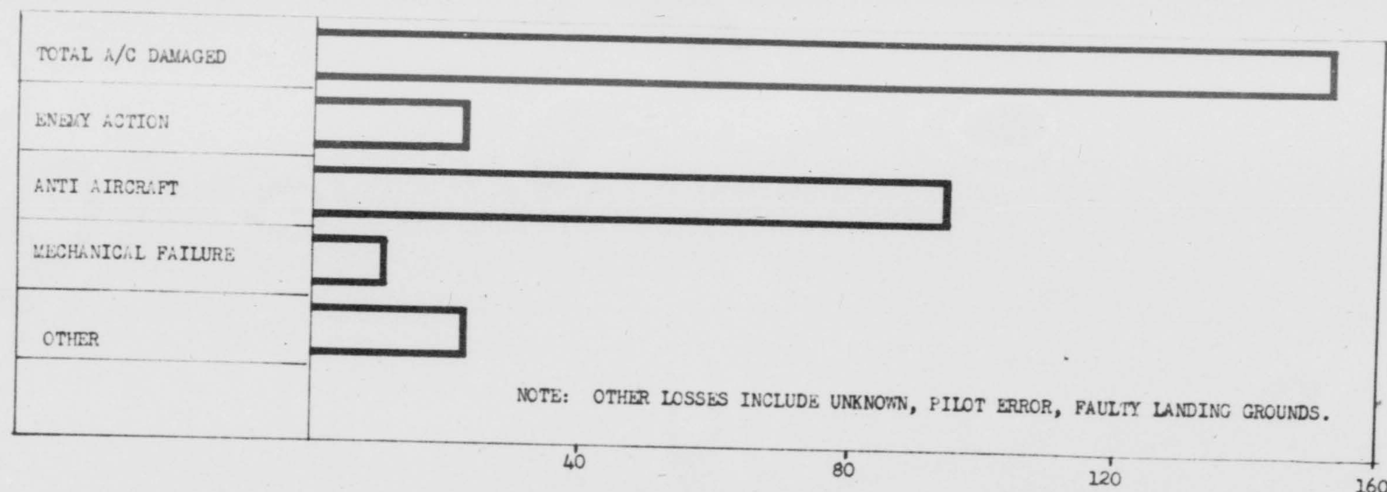
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AIRCRAFT DAMAGED
XII AIR SUPPORT COMMAND

1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
ENEMY ACTION	-	6	2	-	-	-	7	-	2	3	-	-	1	-	2	-	23
ANTI AIR CRAFT	3	22	10	4	6	-	5	11	11	2	-	-	5	1	10	5	95
MECHANICAL FAILURE	1	-	2	1	-	-	1	1	2	-	-	1	-	1	-	1	11
OTHERS	-	2	4	2	1	1	4	2	1	-	1	-	1	3	1	-	23
TOTAL A/C DAMAGED	4	30	18	7	7	1	17	14	16	5	1	1	7	5	13	6	152

SOURCE:
DAILY OPERATIONS REPORT
FORM 34

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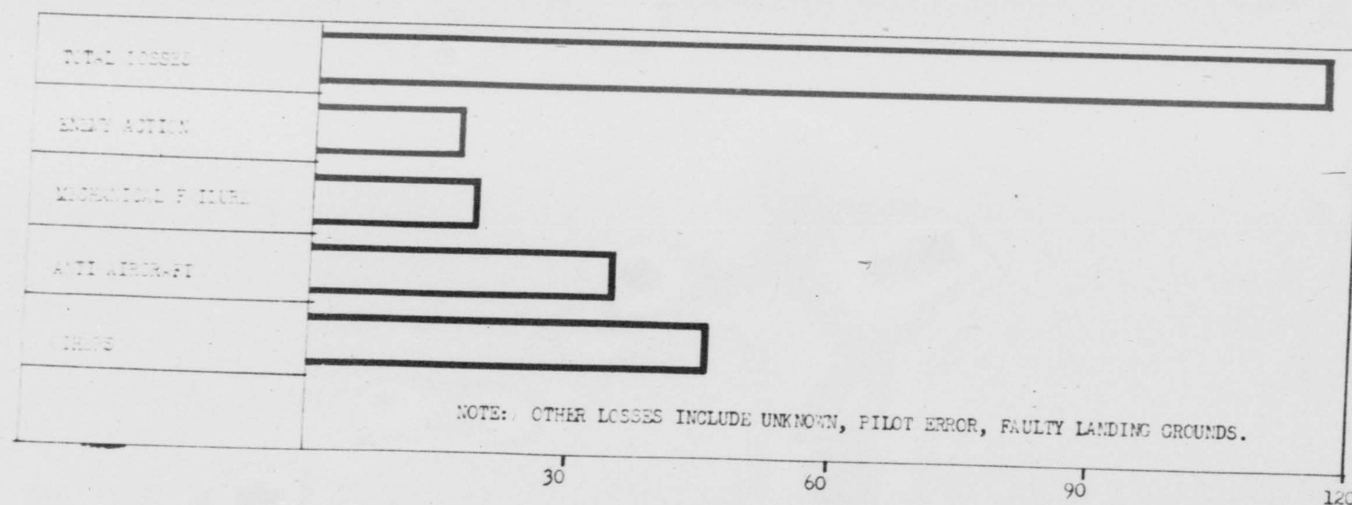
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AIRCRAFT LOSSES
XII AIR SUPPORT COMMAND
1 Sept. thru 22 Dec. 1943



PERIOD ENDING	SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER				
	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	TOTAL
ENEMY ACTION	-	8	-	-	-	-	-	-	-	-	-	-	1	1	5	1	17
MECHANICAL FAILURE	-	5	4	-	-	-	2	2	-	2	1	1	-	1	2	-	19
ANTI AIRCRAFT	2	8	4	-	6	-	2	1	-	2	5	1	-	1	1	2	35
OTHERS	-	15	11	2	-	-	-	1	2	2	2	-	3	1	4	3	46
TOTAL LOSSES	2	36	19	2	6	-	4	4	2	6	8	2	4	4	12	6	117

SOURCE:
DAILY OPERATIONS REPORT
[illegible] 34

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E/A COMBAT VICTORIES VS LOSSES
XII AIR SUPPORT COMMAND
1 Sept. thru 22 Dec. 1943

VICTORIES BY UNITS
AERIAL COMBAT ONLY

E/A DESTROYED IN COMBAT

324 Wing (RAF)	69
27th Fighter Bomber Group	32
31st Fighter Group	4
86th Fighter Bomber Group	17
33rd Fighter Group	13
1st, 14th & 82nd Fighter Groups	11
322 Wing (RAF)	8
324th Fighter Group	2
Command Total	176

E/A PROBABLY DESTROYED IN COMBAT

324 Wing (RAF)	11
31st Fighter Group	7
33rd Fighter Group	4
1st, 14th & 82nd Fighter Groups	4
86th Fighter Bomber Group	2
27th Fighter Bomber Group	2
322 Wing (RAF)	1
324th Fighter Group	-
Command Total	34

E/A DAMAGED IN COMBAT

324 Wing (RAF)	36
31st Fighter Group	13
27th Fighter Bomber Group	7
86th Fighter Bomber Group	7
322 Wing (RAF)	5
33rd Fighter Group	4
1st, 14th & 82nd Fighter Groups	4
324th Fighter Group	1
Command Total	77

LOSSES BY UNITS
AERIAL COMBAT AND ANTI-AIRCRAFT ONLY

OWN A/C DESTROYED IN COMBAT

27th Fighter Bomber Group	15
86th Fighter Bomber Group	11
324 Wing (RAF)	11
1st, 14th & 82nd Fighter Groups	6
31st Fighter Group	4
324th Fighter Group	2
33rd Fighter Group	1
322 Wing (RAF)	1
111th Reconnaissance Squadron	1
Command Total	52

OWN A/C DAMAGED IN COMBAT

86th Fighter Bomber Group	31
33rd Fighter Group	26
27th Fighter Bomber Group	24
324 Wing (RAF)	20
1st, 14th & 82nd Fighter Groups	10
31st Fighter Group	3
322 Wing (RAF)	2
111th Reconnaissance Squadron	2
Command Total	118

SOURCES:
DAILY OPERATIONAL REPORT
SCOR FORM 34
DAILY INTELLIGENCE SUMMARY

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[illegible]
XII AIR [illegible] COMMAND
1 Sept. thru [illegible] Dec. 194[illegible]

Ratio of Aerial Combat Victories
To Aerial Combat Losses. . . . . 17[illegible]:17 ([illegible]:1)
(Victories do not include enemy
aircraft probably destroyed)

Ratio of Aerial Combat Victories
To Losses. . . . . 176:[illegible] ([illegible].4:1)
(Includes losses due to anti-aircraft,
but does not include enemy aircraft
probably destroyed)

Ratio of Total Victories (Aerial and Ground)
To Total Losses (due to all causes). . . . . [illegible]06:117 (2.[illegible]:1)
(Victories do not include enemy
aircraft probably destroyed)

SOURCES:
DAILY OPERATIONAL REPORT
SCOR FORM 34
DAILY INTELLIGENCE SUMMARY

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MISSIONS AND SORTIES BY TYPE
XII AIR SUPPORT COMMAND
1 Sept. thru 31 Dec. 1943

	27th F.B. Group	86th F.B. Group	31st Ftr. Group	33rd Ftr. Group	324th Ftr. Group	111th Rec. Sqdn.	225th Rec. Sqdn. (RAF)	324th RAF Wing	322nd RAF Wing	1st - 14th and 82nd Ftr. Groups	Command Total
Missions	394	417	613	308	147	562	344	682	144	242	3,853
Patrol and Fighter Sweeps	45	50	509	128	1			578	136	136	1,583
Bomb and Strafe	279	288		144	138					102	951
Tactical Reconnaissance	5	5		1	4	330	260	11		2	618
Photo Reconnaissance						206	28				234
Escort		13	60	33	4	2		65	6	2	185
Strafe	64	56	4					6	2		132
Artillery Adjustment						24	55				79
Scramble			17				1	18			36
Weather Reconnaissance		1	16	2				3			22
Sea Search			7					1			8
Food and Supply	1	4									5
Sorties	3,658	3,907	5,167	2,735	1,815	1,135	692	5,513	1,364	2,591	28,577
Patrol and Fighter Sweeps	354	337	4,525	866	8			4,771	1,313	1,410	13,584
Bomb and Strafe	2,738	3,064		1,427	1,748					1,173	10,150
Escort		100	472	394	52	16		533	43	4	1,614
Tactical Reconnaissance	22	13		44	7	659	520	27		4	1,296
Strafe	540	369	30					50	8		997
Photo Reconnaissance						412	56				468
Scramble			77				6	122			205
Artillery Adjustment						48	110				158
Weather Reconnaissance		4	33	4				6			47
Sea Search			30					4			34
Food and Supply	4	20									24

SOURCES:
DAILY OPERATIONAL REPORT
SCOR FORM 34

NOTE: SUPPLEMENTARY FIGURES.
The purpose of this and the following pages is to make complete the data for the first four months of the Italian Campaign.

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TONS OF BOMBS DROPPED ON TARGET
XII AIR SUPPORT COMMAND

1 Sept. thru 31 Dec. 1943

BOMBING UNIT	TONS DROPPED
86th Fighter Bomber Group (A-36)	1,384
27th Fighter Bomber Group (A-36)	1,221
324th Fighter Group (P-40)	506
33rd Fighter Group (P-40)	325
1st - 14th and 82nd Fighter Group (P-38)	312
Command Total	3,748

NOTE: Supplementary Figures

SOURCE:
DAILY OPERATIONAL REPORT
SCOR FORM 34
DAILY INTELLIGENCE SUMMARY

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TARGET SUMMARY
XII AIR SUPPORT COMMAND
1 Sept. thru 31 Dec. 1943

TYPE OF TARGET	NO. OF ATTACKS
Roads and Road Junctions	373
Gun Positions	321
Strategic Towns	229
Bridges, Road and Rail	194
R.R. Stations and Yards	141
Troop Concentrations	78
Airfields and Seaplane Bases	69
Truck Convoys	33
Ports and Harbors	28
Warehouses	21
Miscellaneous Buildings	16
Factories	16
Radar Stations	10
Tank Formations	9
Radio Stations	9
Ammunition Dumps	7
Radio Towers	7
Gasoline Dumps	5
Oil Tanks	4
Flak Houses	4
Powerhouses	3
Supply Dumps	3
Ship Convoys	2
Power Lines	2
Weather Stations	1
Bridge Repair Unit	1
Seaplane Refueling Unit	1
Observation Post	1
Command Post	1

SOURCES:
DAILY OPERATIONAL REPORT
SCOR FORM 34
DAILY INTELLIGENCE SUMMARY

NOTE: Supplementary Figures

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RESULTS OF ATTACKS ON TRANSPORTATION, COMBAT AND RAILROAD VEHICLES, GROUNDED AIRCRAFT AND SHIPPING.
XII AIR SUPPORT COMMAND
1 Sept. thru 31 Dec. 1943

Motor Transports and Armored Vehicles Destroyed	852
Motor Transports and Armored Vehicles Damaged	862
Railroad Locomotives and Cars Destroyed	147
Railroad Locomotives and Cars Damaged	308
Enemy Aircraft on Ground Destroyed	130
Enemy Aircraft on Ground Damaged	116
Ships and Small Boats Destroyed	3
Ships and Small Boats Damaged	15

SOURCES:
DAILY OPERATIONAL REPORT
SCOR FORM 34
DAILY INTELLIGENCE SUMMARY

NOTE: Supplementary Figures

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A/C [illegible] VICTORIES VS LOSSES
XII AIR SUPPORT COMMAND
1 Sept. thru 31 Dec. 1943

VICTORIES BY UNITS
AERIAL COMBAT ONLY

E/A DESTROYED IN COMBAT

324 Wing (RAF)	69
27th Fighter Bomber Group	34
31st Fighter Group	24
86th Fighter Bomber Group	17
33rd Fighter Group	13
1st, 14th & 82nd Fighter Groups	11
322 Wing (RAF)	8
324th Fighter Group	2
Command Total	178

E/A PROBABLY DESTROYED IN COMBAT

324 Wing (RAF)	14
31st Fighter Group	7
33rd Fighter Group	4
1st, 14th & 82nd Fighter Groups	4
86th Fighter Bomber Group	2
27th Fighter Bomber Group	2
322 Wing (RAF)	1
324th Fighter	-
Command Total	34

E/A DAMAGED IN COMBAT

324 Wing (RAF)	38
31st Fighter Group	13
27th Fighter Bomber Group	8
86th Fighter Bomber Group	7
322 Wing (RAF)	5
33rd Fighter Group	4
1st, 14th & 82nd Fighter Groups	4
324th Fighter Group	1
Command Total	80

LOSSES BY UNITS
AERIAL COMBAT AND ANTI-AIRCRAFT ONLY

OWN A/C DESTROYED IN COMBAT

27th Fighter Bomber Group	15
324 Wing (RAF)	12
86th Fighter Bomber Group	11
1st, 14th & 82nd Fighter Groups	6
31st Fighter Group	4
324th Fighter Group	2
33rd Fighter Group	1
322 Wing (RAF)	1
111th Reconnaissance Squadron	1
Command Total	53

OWN A/C DAMAGED IN COMBAT

86th Fighter Bomber Group	32
33rd Fighter Group	26
27th Fighter Bomber Group	26
324 Wing (RAF)	20
1st, 14th & 82nd Fighter Groups	10
31st Fighter Froup	3
322 Wing (RAF)	2
111th Reconnaissance Squadron	2
Command Total	121

SOURCES:
DAILY OPERATIONAL REPORT
SCOR FORM 34
DAILY INTELLIGENCE SUMMARY

NOTE: Supplementary Figures

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RATIOS OF VICTORIES TO LOSSES
XII AIR SUPPORT COMMAND
1 Sept. thru 31 Dec. 1943

Ratio of Aerial Combat Victories
To Aerial Combat Losses. 178:17 (10.5:1)
(Victories do not include enemy
aircraft probably destroyed)

Ratio of Aerial Combat Victories
To Losses. 178:53 (3.4:1)
(Includes losses due to anti-aircraft,
but does not include enemy aircraft
probably destroyed)

Ratio of Total Victories (Aerial and Ground)
To Total Losses (due to all causes). 308:122 (2.5:1)

SOURCES:
DAILY OPERATIONAL REPORT
SCOR FORM 34
DAILY INTELLIGENCE SUMMARY

NOTE: Supplementary Figures

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USAAF PILOT CASUALTY AND AIRCRAFT LOSSES RATES BY TYPE AIRCRAFT
XII AIR SUPPORT COMMAND
1 Sept. thru 31 Dec. 1943

FIGURED ON BASIS OF 1000 SORTIES

USAAF PILOT CASUALTY

TYPE AIRCRAFT	KILLED IN ACTION	WOUNDED IN ACTION	MISSING IN ACTION
Spitfire	.00	.00	1.46
P-40	.70	1.17	.93
A-36	.28	.98	4.07
P-51	.93	2.79	.93

USAAF AIRCRAFT LOSSES

TYPE AIRCRAFT	DESTROYED	MISSING	DAMAGED
Spitfire	2.90	.97	2.52
P-40	2.63	.22	7.24
A-36	4.10	1.85	10.31
P-51	3.53	.88	1.76
P-38	2.32	4.25	4.64

SOURCES:
DAILY OPERATIONAL REPORT
SCOR FORM 34
DAILY INTELLIGENCE SUMMARY
CARE OF FLIERS REPORT

NOTE: Personnel Casualties and Aircraft losses are due to all causes.

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" Auth: CG, XII TAC "
" Date: 8 May 1944 "
" Initials: J.B. "

HEADQUARTERS XII TACTICAL AIR COMMAND
APO #374

SUMMARY OF OPERATIONS - 1 THRU 30 APRIL 1944

8 May 1944

	P-47	Spits	P-40	A-36	A-20	P-51	APRIL TOTAL	GRAND TOTAL 1 Sept. thru 30 April
1. Patrol & Fighter Sweep Missions	27	333	24				384	3,977
2. Escort & Cover Missions	15	95	4	6			120	638
3. Bombing & Strafing Missions	66		309	96	221		692	3,156
4. Reconnaissance Missions		111				112	223	1,809
5. Artillery & Naval Fire Adjust. Missions		118				53	171	521
6. Miscellaneous Missions		61	2		2		65	220
7. Total Missions	108	718	339	102	223	165	1,655	10,321
8. Patrol & Fighter Sweep Sorties	271	2,777	245				3,293	35,631
9. Escort & Cover Sorties	183	780	41	52			1,056	5,793
10. Bombing & Strafing Sorties	736		3,022	924	619		5,301	29,054
11. Reconnaissance Sorties		222				224	446	3,677
12. Artillery & Naval Fire Adjust. Sorties		236				106	342	1,044
13. Miscellaneous Sorties		285	7		9		301	1,065
14. Total Sorties	1,190	4,300	3,315	976	628	330	10,739	76,264
15. Tons Bombs Dropped (Jettisoned not incl'd)	361¼		1,388½	437½	490½		2,677	11,853½
16. Enemy Aircraft on Ground, Destroyed				1			1	148
17. Enemy Aircraft on Ground, Damaged		1		1			2	134
18. Enemy Aircraft in Combat, Destroyed	2	16		1			19	444
19. Enemy Aircraft in Combat, Prob. Dest.				2			2	83
20. Enemy Aircraft in Combat, Damaged		7		1		1	9	272
21. Own Aircraft Losses (all causes Oper'l Flgts).	4	6	12	10	1	1	34	333
22. Own Aircraft Losses Due to Enemy Action (Anti-Aircraft & Aerial Combat)	1	3	6	10	1	1	22	174
23. Aircraft Losses (all causes) per 1000 sorties	3.36	1.40	3.92	10.25	1.59	3.03	3.17	4.37
24. Ratio of Enemy Aircraft Destroyed in Combat to Own Planes Lost Due to Enemy Action.	2:1	16:3	0:6	1:10	0:1	0:1	1:1.16	2.55:1

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ANALYSIS OF BOMBING AND STRAFING EFFORT - 1 THRU 30 APRIL 1944

Figures represent number of attacks (not sorties or missions) on targets

	P-47	Spits	P-40	A-36	A-20	P-51	APRIL TOTAL	GRAND TOTAL 1 Sept. thru 30 April
1. Gun Positions	1		69	13	6		89	870
2. Roads & Road Junctions	22		20	4	33		79	695
3. Strategic Towns	8		62	15	21		106	682
4. Railroad Stations, Yards & Tracks	34		125	133	5		297	606
5. Railroad & Highway Bridges	18		33	31	3		85	342
6. Troop Concentrations & Bivouacs	1		7	6			14	327
7. Motor Transport Concentrations	5		35	2	91		133	267
8. Ammo, Supply & Gasoline Dumps			25	3	39		67	143
9. Airfields and Sea Plane Bases			1	7			8	97
10. Miscellaneous Buildings	2	1	5	7			15	83
11. Tank Concentrations			1				1	65
12. Factories	1		20	2			23	62
13. Ports and Harbors	4				10		14	57
14. Radio Stations and Towers			1	2			3	32
15. Warehouses	2		4				6	32
16. Radar Stations	1		1				2	20
17. Powerlines			1	2			3	20
18. Observation Posts								10
19. Miscellaneous Targets	3		4	15	19		41	89
20. M/T's and A/V's Destroyed	4		45	73	3		125	1,352
21. M/T's and A/V's Damaged	6	4	47	139			196	1,526
22. RR Locomotives & Cars Destroyed	8		10	31			49	275
23. RR Locomotives & Cars Damaged	4		1	92			97	648
24. Ships and Small Boats Destroyed					1		1	7
25. Ships and Small Boats Damaged								24

NOTE: This summary includes all USAAF and RAF units under operational control of XII TAC with the exception of the nightfighter squadrons.

By command of Brigadier General SAVILLE:

T.J. Brogan

T.J. BROGAN,
Colonel, A.G.D.,
Adjutant Ge[redacted]

SOURCES: SCCR Form #34
[redacted]
Daily "OPREPS"
XII TAC Daily Intelligence Summary

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COMD-TAC-12-SU
JAN 1945

HEADQUARTERS
PROVISIONAL RECONNAISSANCE GROUP (XII TAC)
APO 374, U.S. ARMY

B1/B/1

320.3

4 January 1945

SUBJECT: Army Photographic Interpretation Detachment.

TO : CG, XII TAC, APO 374, U.S. Army.

1. No T/O for an APID has as yet been authorized by Washington.

2. FUSAG requested of CG, ETOUSA by letter file 322 (G-2) dated 27 May 1944 that an APID be authorized for each Army and for FUSAG. The request was for 4 officers and 52 EM.

3. ETOUSA 1st Ind. to above letter authorized 2 officers and 35 EM for each. These were grades and ratings and not a T/O.

4. Carrier Sheet G-1, 12th Army Group to CG Special Troops dated 4 December 1944 amended the allotment Non T/O grades and ratings to the following:

Major	1	Grade	1	1
Captain	1	"	3	3
1st Lts	2	"	4	2
		"	5	2
		"	6	15
		"	7	15

George T. Walker
GEORGE T. WALKER,
Lt Colonel, A.C.,
Commanding.

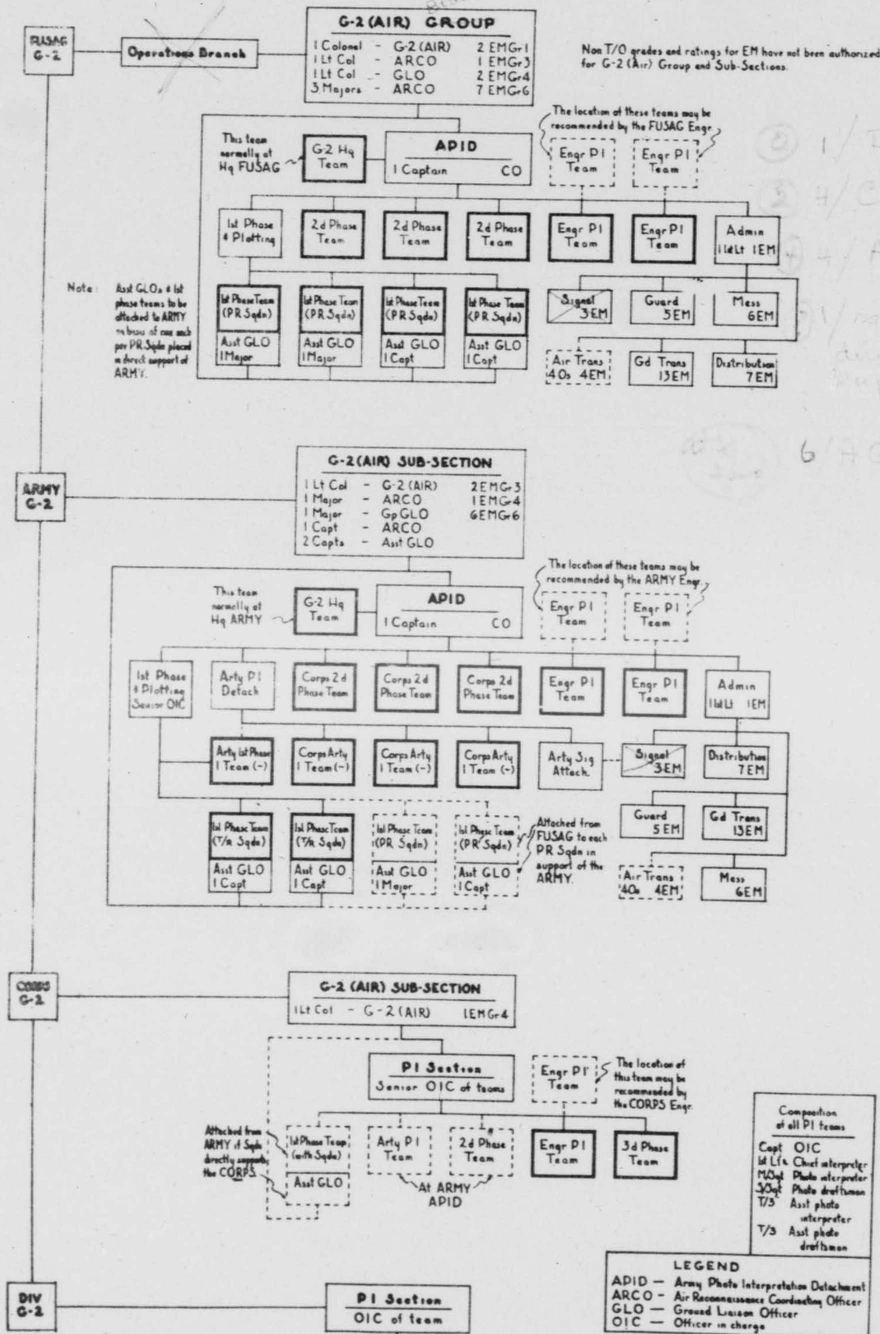
4 Incls: 1-Suggested T/O APID
2-Suggested T/E APID
3- Organizational Equipment for Intelligence Specialists.
4-Functional Chart for G-2 (Air) Sub Sections of FUSAG, Armies & Corps.

1944-1945
655.365
1105-291

17 JUNE 1944 CONFIDENTIAL HQ FUSAG

Functional Chart for

G-2 (AIR) SUB-SECTIONS of FUSAG, ARMIES and CORPS



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IMMEDIATE ACTION

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

AG 400 OpGB

APO 887,
23 May 1944.

SUBJECT: Organizational Equipment for Intelligence Specialists.

TO : Commanding Generals,
US Strategic Air Forces in Europe.
First US Army Group,
Each Army, ETOUSA.
Each Corps, ETOUSA.
Each Division, ETOUSA,
Base Section Commanders, SOS, ETOUSA.

1. Reference letter Headquarters, Army Service Forces dated 7 April 1944, file SPX 400 (4 Apr 44) OB-S-SPMC-M, subject: "Special List of Equipment for Intelligence Specialists", and 1st Indorsement thereto, this headquarters, dated 19 May 1944, copy enclosed:

2. The following items of equipment, not previously authorized for Photo Interpreter Teams, are being secured immediately for all teams in the theater by the Supply Officer, Military Intelligence Service, this headquarters, and will be supplied in bulk to First US Army Group, and each army for distribution to subordinate commands:

ENGINEER EQUIPMENT

Board, sketching, w/waterproof cover
Tube, tin, or fiber substitute, Map Storage, 4" x 43"
Pen, drawing, rule
Ruler, desk, Beveled, English Scale 24"
Scale, Coordinate, Plastic:
1/20000 and 1/62500 graduated in yards
1/25000 and 1/50000 graduated in meters

The above items will not be requisitioned through the Office of the Chief Engineer, Headquarters, SOS, ETOUSA, APO 871, by any subordinate command.

3. The following items of equipment not previously authorized for Photo Interpreter Teams are not at present available in the theater and are being secured by air from the United States by the Supply Officer, Military Intelligence Service, this headquarters, and will be supplied in bulk to First US Army Group and each army for distribution to subordinate commands:

ARMY AIR FORCES EQUIPMENT

Interpretometer, Photo, (Austin) (Item 73)
Rule, Slide, Photo Interpreter
Scale, Magnifying, Transparent, Clear Plastic, (Austin)
1/1000 foot graduation. (Item 66)

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ENGINEER EQUIPMENT

Measurer, Magnifying (Millimeter) Leitz manufacture, or equal
Pen, drawing, railroad.

The above items will not be requisitioned through the Air Service Command or the Office of the Chief Engineer, Headquarters, SOS, ETOUSA, APO 871, by any subordinate command.

4. The following items of equipment are at present available for issue through the Supply Officer, Military Intelligence Service, this headquarters, but will be requisitioned only if authorized by the Assistant Chief of Staff, G-2, of the unit to which attached:

SIGNAL EQUIPMENT

Photographic Set, PH-261
Radio, SCR 511 (or 510 or 610)
Speakaphone

The above items will not be requisitioned in the future through the Office of the Chief Signal Officer, Headquarters, SOS, ETOUSA, APO 871, by any subordinate command.

5. Truck, 1½ ton, 6x6, cargo, not previously authorized, will be requisitioned in accordance with letter this headquarters, this date, file AG 400 OpGB, subject: "Issue and Conversion of Truck, 1½ ton, 6x6, Cargo, for Photo Interpreter Teams".

6. All other items of equipment not previously authorized for Intelligence Specialist Teams will be requisitioned through normal supply channels in accordance with paragraph 1, section VI, "Standing Operating Procedure For The Issue of Initial Organizational Equipment to US Forces in The UK", this headquarters, dated 28 March 1944, file AG 400.355 PubGD.

7. The following items of equipment, no longer authorized for issue to Intelligence Specialist Teams (or the allowance reduced as shown below), will be turned in through channels to the nearest Service of Supply Depot in accordance with paragraph 2, Section VI of the publication cited in paragraph 6 above;

Item	IPW	MII	PI	OB
ENGINEER EQUIPMENT				
*Glass, magnifying, self-illuminated w/spare bulb and battery	1	1	2	1
*Duplicating Equipment (small 12" x 15")			1	
Measurer, Map			2	
Stereoscope, Magnifying, Mirror with binoculars and case			1	
MEDICAL EQUIPMENT				
Kit, first aid, motor vehicle, 12 unit	1	1	1	
QUARTERMASTER				
*Lantern, gasoline (Coleman) w/extra mantles (6), and pump	1	1	1	1

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SIGNAL EQUIPMENT

Item	IPW	MII	PI	OB
Recordograph	1	1		

*Teams which have a definite need and use for these items may retain them.

8. In addition to the items listed in paragraph 7, binoculars in excess of one (1) per officer will be turned in through channels to the nearest Ordnance Depot. Binoculars will not be retained for, nor issued to, enlisted men.

9. Trucks will be marked in accordance with paragraph 76 of "Preparation for Overseas Movement, Short Sea Voyage", this headquarters, file AG 370.5, dated 10 January 1944 (corrected), with the unit serial number of the unit to which attached for duty.

10. Items in excess of, or in addition to those authorized by the subject list of equipment will be requisitioned as a military necessity, giving explicit reasons therefor, through the normal supply channels of the unit to which attached.

11. Material Status and Ammunition Supply Reports will be submitted monthly in accordance with secret directive, this headquarters, dated 2 April 1944, file AG 400 OpGD, subject: "Overseas Supply Reports", through channels of the unit to which attached.

By command of General EISENHOWER:

R B Lovett

R. B. LOVETT,
Brigadier General, USA,
Adjutant General

1 Incl: as stated.

DISTRIBUTION: C & D, plus:
Each Addressee 2
AC of S, G-2 2
AC of S, G-3 2
AC of S, G-4 2
CO, MIS, ETOUSA . . . 500

CONFIDENTIAL IMMEDIATE ACTION

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Headquarters, Army Service Forces
Office of the Adjutant General
Washington 25, D.C.

SPX 400 (4 Apr 44) OB-S-SPDDL-M

EM/sr-2B-939 Pentagon.

7 April 1944.

IMMEDIATE ACTION

SUBJECT: Special List of Equipment for Intelligence Specialists.

TO: Chief of Chemical Warfare Service, Planning Branch, Supply Division.
Chief of Engineers, Operations and Training Branch, Troop Division.
Chief of Ordnance, Executive Branch, General Office.
The Quartermaster General, Operations Branch, Military Planning Division.
Chief Signal Officer, Military Organization, War Plans Branch.
The Surgeon General, Distribution and Requirement Division.

1. Inclosed for your information and guidance is a copy of special list of equipment for the following teams:

a. Interrogator Prisoner of War Team (IPW)
b. Military Intelligence Interpreter Team (MII)
c. Photo Interpreter Team (PI)
d. Order of Battle Team (OB)

2. The following letters are rescinded:

a. SPX 400 (10 Aug 43) OB-S-SPDDL-M, 11 August 1943, subject: Special List of Equipment for Intelligence Specialists.

b. SPX 400 (4 Nov 43) OB-S-SPDDL-M, 4 November 1943, subject: Change No. 1 to Special List of Equipment for Intelligence Specialists.

c. SPX 400 (11 Feb 44) OB-S-SPDDL-M. 17 February 1944, subject: Change No. 1 to Special List of Equipment for Intelligence Specialists.

By command of Lieutenant General SOMERVELL:

s/ L. W. Boulwright
(signature illegible)
Adjutant General

1 Incl.
SLOE.

(List of "Copies Furnished" omitted)

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SPECIAL LIST OF EQUIPMENT
for
Intelligence Specialists

Interrogator Prisoner of War Team (IPW)
Military Intelligence Interpreter Team (MII)
Photo Interpreter Team (PI)
Order of Battle Team (OB)

ITEM	ALLOWANCES Authorized Teams IPW 2-O 4-EM	MIL 2-O 4-EM	PI 2-O 4-EM	OB 1-O 2-EM	REMARKS
ARMY AIR FORCES EQUIPMENT					
Kit, Interpretation, Photo, Type F-2			3		3 per PI Team.
Interpretometer, Photo, (Austin) (Item 73)			a		a-1 per 12 PI Teams (To be issued only when mission involves continuous Engineering study).
Rule, Slide, Photo interpreter			2		2 per PI Team. (Authorized only pending inclusion of this item in Kit, interpretation, photo, Type F-2)
Scale, Magnifying, Transparent, Clear plastic, (Austin), 1/1000 foot graduation. (Item 66).			2		2 Per PI Team (Authorized only pending inclusion of this item in Kit, interpretation, Photo, Type F-2)
CHEMICAL WARFARE					
Alarm, Gas	1	1	1	1	1 per team
Mask, Gas, Service	6	6	6	3	1 per indiv
Respirator, Dust, M2	6	6	6	3	1 per indiv when authorized by T of Opns Comdr.

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ITEM	ALLOWANCES Authorized Teams IPW 2-0 4-EM	MIL 2-0 4-EM	PI 2-0 4-EM	OB 2-0 2-EM	REMARKS
ENGINEER					
Alidade, Boxwood, Triangle, 8½"	2	[illegible]	2	1	1 per officer
Board, sketching, w/waterproof cover		2	2		2 per MII Team; PI Team
Tube, tin, or fiber substitute, Map Storage, 4" x 43"		1	1		1 per MII Team; PI Team
Compass, lensatic, luminous dial	2	2	2	1	1 per officer
Compass, wrist, water-filled	4	4	4	2	1 per EM
Dividers, Draftsmans Proportional,					
6½" w/case			1		1 per PI Team
8" w/case			1		1 per PI Team
Dividers, plain, set		1			1 per MII Team
Glass, Reading 4½ in, w/case			1		1 per PI Team
Glass, magnifying, self-illuminated w/spare bulb & battery			3		1 per PI Team; per Off in PI Team
Knife, Pocket, Engineer, 4-blade, w/clevis	6	6	6	3	1 per indiv.
Measurer, Magnifying (Millimeter) Leitz manufacture, or equal			2		1 per Off PI Team
Measurer, Map	2	2		1	1 per Off IPW; MII & OB Team
Net, camouflage, cotton shrimp 22' x 22'	3	3	2	2	1 per ¼-ton Truck; per ¼-ton trailer
36' x 44'			1		1 per 1½-ton truck
Pen Drawing:					
Railroad 5¼ in			1		1 per PI Team
Ruling 5 in			1		1 per PI Team
Protractor, Semi-circular, plastic w/mils	2	2	2	1	1 per officer
Ruler desk, Beveled, English Scale 24"			1		1 per PI Team
Scale, Coordinate, Plastic, 1/20000 and 1/62500 graduated in yards and 1/25000 and 1/50000 graduated in meters			2		2 per PI Team
Stereoscope, Magnifying;					
Mirror, w/binoculars and case			1		1 per PI Team
Pocket			4		1 per EM in PI Team
MEDICAL					
Kit, first aid, motor vehicle, 12-unit	1	1	1	1	1 per four fuel consuming motor vehicle, or fraction thereof.

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ITEM	ALLOTMENTS Authorized Teams IPW 2-O 4-EM	MII 2-O 4-EM	PI 2-O 4-EM	OB 2-O 2-EM	REMARKS
	ORDNANCE				
	Weapons and Miscellaneous				
Binoculars, M13	6	6	6	3	1 per indiv.
Carbine, Cal. 30, M1	6	6	6	3	1 per indiv in lieu of Pistol, Auto. Cal.45 for officers and submachine gun, cal,45 for EM.
Gun, Submachine, Cal.45,M3	4	4	4		1 per EM in Teams IPW, MII & PI.
Knife, Trench,M3,w/scabbard M8	6	6	6	3	1 per indiv.
Pistol, Automatic, Cal. 45, M1911A1	2	2	2	3	1 per officer in Teams, IPW, MII & PI: per officer and EM in Team OB.
Watch, Wrist, 7-jewel	6	6	6	3	1 per individual.
Work-light, detachable,w/20 ft cord and 6 volt storage btry.	1	1	1	1	1 per team.
	Vehicles				
Trailer, ¼-ton, 2 wheel, cargo	1	1	1	1	1 per Team.
Truck:					
¼-ton, 4x4	2	2	1	1	2 per IPW & MII Team; 1 per PI & OB Team.
1½-ton, 6x6,cargo			1		1 per PI team (Pending availability truck, 3/4 ton, 4x4 weapons carrier may be substituted.)
	Motor Transport Equipment				
Axe, Handled, chopping, Single bit, Standard, grade, 4-lb.	2	2	2	1	1 per fuel consuming motor vehicle
Defroster and deicer, electric windshield	2	2	2	1	1 per fuel consuming motor vehicle
Mattock, handled, pick, type II, Class F, 5-lb.			1		1 per 1½-ton truck.
Rope, tow, 20' long, 1" diam.	2	2	2	1	1 per fuel consuming motor vehicle.
Shovel, general purpose, D-handled strapback, round point, No. 2	2	2	2	1	1 per fuel consuming motor vehicle.
	QUARTERMASTER				
	Individual Equipment				
Bag, canvas, field,OD, M-1936	6	6	6	3	1 per indiv
Belt, pistol or revolver,M-1936	6	6	6	3	1 per indiv.
Cover, canteen,dismounted,M-1910	6	6	6	3	1 per indiv.
Pocket, Magazine, Double-web, EM-M-1923	2	2	2	3	1 per indiv armed w/pistol
Pocket, Magazine, for carbine, Cal. 30M1	a	a	a	a	a 1 per indiv armed w/ carbine
Strap, carrying, General purpose	6	6	6	3	1 per bag, canvas, fld, OD, M-1936

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ITEM	ALLOWANCES Authorized Teams IPW 2-O 4-EM	MII 2-O 4-EM	PI 2-O 4-EM	OB 2-O 2-EM	REMARKS
	QUARTERMASTER				
	Individual Equipment (Cont'd)				
Suspenders, Belt, M-1936	6	6	6	3	1 per indiv.
	Organizational Equipment				
Bucket, Canvas, Water, 18-qt.	2	2	2	1	1 per fuel consuming motor vehicle
Cabinet, file, wood, 2 drawer, letter size	1	1	1	1	1 per team.
Case, canvas, dispatch	2	2	2	1	1 per officer
Chair, folding, wooden	1	1	3	1	1 per team; per off in PI team.
File, paper, clip, wood back	6	6	6	3	1 per indiv.
Desk, field, empty, fiber, Headquarters	1	1	1	1	1 per team.
Drum, inflammable liquid (gasoline) with carrying handle 5gal.	2	2	3	1	1 per ¼-ton truck; 2 per 1½ ton truck
Goggles, M-1943, w/clear lens	2	2	2	1	1 per motor vehicle driver
Kit, sewing	1	1	1	1	1 per team.
Machine, paper fastening, lever- or plunger-type, wire staples, preformed, light duty.	1	1	1	1	1 per team.
Paulin, Canvas, small			1		1 per PI Team.
Tent, command post, complete, (with fly-pins-and poles)	1	1			1 per IPW and MII team.
Stove, cooking, gasoline, M-1941, one burner	1	1	1	1	1 per team.
Table, camp folding	1	1	2	1	1 per team IPW; MII & OB 2 per PI team.
Tube, flexible nozzle	2	2	2	1	1 per fuel consuming motor vehicle,
Typewriter, portable, w/carrying case	2	1	1	1	1 per field desk, Headquarters, 1 add per IPW team.
	SIGNAL				
Camera, PH - 324			1	1	1 per PI and OB team
Flashlight, TL -122-( )	6	6	6	3	1 per indiv.
Photographic Set, PH-261			1		1 per PI team.
Radio Set, SCR-511	2	2	2	1	1 per motor vehicle
Telephone, EE-8	2	2	2	1	1 per motor vehicle
Tool Equipment, TE-33	4	4	4	2	1 per EM
Wire, W-130-A on Reel DR-8	1	1	1	1	1 per team
Speakaphone	1	1			1 per IPW and MII team.

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TABLE OF ALLOWANCES

FOR

ARMY PHOTO INTERPRETATION DETACHMENT (APID)

ITEM	ALLOWANCES	REMARKS
CHEMICAL		
Alarm, gas, M1	1	per detachment
Apparatus, decontaminating, 1½-qt,M2	10	1 per vehicle
Mask, gas, service	37	1 per individual
Respirator, dust, M2	37	1 per individual (when au[illegible] ized by T of Opns [illegible])
ENGINEER		
Alidade, boxwood, triangular	1	per detachment
Bar, wood, beam, compass, 42", 154200-275	1	per detachment
Book, reference, Civil Engr Handbook, Trautwine, 231300-325	1	per detachment
Cabinet, map filing, wood, olive green, horizontal, 22" x 29" map, (T312200-275)	4	per detachment
Carpenter equipment, Set No 1, Engr squad	2	per detachment
Compass, beam, micrometer, adj, w/case 352900-200	1	per detachment
compass, lensatic, luminous dial, w/case	2	1 per O
Compass, watch	10	1 per vehicle [illegible]
Cutter, paper, knife type, Beaver No 5, w/2 knives, 381300-560	2	per detachment
Cutter, slotted, template, w/accessories, 381300-735	1	per detachment
Drafting equipment, Set No 1, Bn, Part I, Set No 430-01	2	per detachment
Electric lighting equipment, Set No 3, (ref: Engr Supply Catalogue, Part I, sets of equipment, July 43, 460.03)	~~2~~ 5	per detachment
Lamp, fluorescent, adjustable arm, T-8, medium bi-pin, w/tubes, Universal model, 540000-525	22	per detachment (2 per attached team)
Maul, wood, reinforced head, w/36" handle, type 7, 570800-220	4	per detachment
Measurer, map	1	per detachment
Net, camouflage, cotton, shrimp:		
22' x 22'	6	1 per ½ ton truck
29' x 29'	4	1 per 3/4 ton truck & 1 [illegible] trailer
36' x 44'	2	1 per 2½ ton truck
Pen, lettering, w/guides, set to box, 625600-200	4	per detachment
Planimeter, polar, nickel silver, Ausler's pattern, complete w/case, 10"	1	per detachment
Protractor:		
Circular, bronze, 6½" dia., ES 26-39, graduated in ½ degree, 3-arm, w/case and accessories, 665200-300	1	per detachment

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Fan, plastic, range deflection, graduated in mils and yards:		
1/20,000 scale ES T-1471 665300-200	1	per detachment
1/25,000 scale ES T-1595, 665300-225	1	per detachment
1/40,000 scale ES T-1466, 665300-225	1	per detachment
Xylonite, semi-circular, w/mils	1	per detachment
Punch, slotted template, complete 672900-200	1	per detachment
Rule, slide, Mannheim, 10", w/case 706100-370	6	per detachment
Scale, engr, triangular, w/sheath, 24", 712200-275	1	per detachment
Scale, measuring, invar, graduated in centimeters and killimeters on both sides, w/case, 1 meter, 712400-200	1	per detachment
Section, furniture, steel or wood, olive green finish, cap size, 4 drawers high by 1 drawer wide, 312200-225	1	per detachment
Sharpener, pencil, draftsman, type 1, w/special cutter, 754500-250	2	per detachment
Studs, brass, slotted template, 843100-200	500	per detachment
Vise, pin, type IX, 971900-600	6	per detachment

MEDICAL

Kit, first aid, motor vehicle, 12-unit	5	1 per two vehicles

ORDNANCE

Vehicles

Trailers:		
½ ton, 2-wheel, cargo	5	per detachment
1 ton, 2-wheel, cargo	2	per detachment
Trucks:		
¼ ton, 4 x 4, rcn	6	per detachment
3/4 ton, 4 x 4, C & R	2	1 per radio (2)
2½ ton, 6 x 6, cargo	1	per detachment
2½ ton, 6 x 6, cargo w/winch	1	per detachment

Motor Transport Equipment

24 Pcs Tool Kit

Axe, handled, chopping, single bit, standard grade, 4 lbs	6	1 per ¼ ton truck
Chain, motor vehicle, tow, 16' x 7/16"	2	1 per 2½ ton truck
Pioneer Equipment, Motor Vehicle, Set No 1	4	per detachment
Rope, tow, 1" dia, 20' long	8	1 per vehicle under 1½ ton
Shovel, general purpose, D-handled, strap back, round point, No 2	6	1 per ¼ ton truck

Weapons and Miscellaneous

Carbine, cal. .30, M1	32	1 per Co O & EM (less guards)
Clock, message center, M1	1	per detachment
Rifle, cal. .30, M1	5	1 per EM (guard)
Watch, wrist, 7-jewel		1 per NCO (1st three grades)

QUARTERMASTER

Axe, handled, chopping, single bit, standard grade, 4 lb.	1	per detachment
Bag, canvas, water, sterilizing, complete w/hanger and cover	1	per detachment
Buckets:		
Canvas, water, 18-qt	10	1 per vehicle
General purpose, galvanized, heavy weight, wo/lip	4	per detachment
Cans, corrugated, nesting, galvanized, w/covers:		
10-gal	1 1	per detachment
16-gal	2	per detachment
24-gal	1	per detachment
32-gal	1	per detachment
Can, water, 5-gal	22	1 per 5 individuals (incl attached teams)
Case, map, canvas, dispatch	2	1 per O
Chair, folding, metal or wood	51	1 per 2 individuals (incl attached t-
Desk, fibre, field, company	1	per detachment
Drum, inflamable, liquid (gasoline) w/carrying handle, 5-gal	25	1 per ¼ ton truck; range, field; 2 per 3/4 ton & 2½ ton truck; 5 per generator.
Extinguisher, fire, CTC, 1-qt. pump type	10	1 per vehicle
File, paper, clip, woodback	10	per detachment
Goggles, M-1943, w/clear lens	10	1 per vehicle
Heater, immersion, type for cans corrugated	3	per range, field, M1937
Lantern, gasoline, w/extra (6) mantles and pump	12	per detachment
Locker, trunk	4	per detachment
Machines:		
Duplicating, stencil, process, hand operated	1	per detachment
Paper fastening, wire staple, pre-formed	2	per detachment
Outfit, officer's mess	4	1 per 6 O's or fraction
Paulins, canvas, large	1	per storage tent
Perforator, 2-hole	2	per detachment
Range, field, M1937, 2 unit	1	per detachment
Ruler, office, 18"	1	per detachment
Safe, field, key-lock	1	per detachment
Screens, latrine, complete w/pins and poles	2	per detachment
Shears, office, bankers, double-pointed, 9", class A, Grade 2 type	2	per detachment
Shovel, general purpose, D-handled, strap-back, round point, No 2	2	per detachment
Stove, tent, M1941, complete w/grate	13	per detachment
Table, camp, folding	41	per detachment
Tents:		
Command, post, complete w/pins & poles, M1942	4	per detachment (1 per administration, [illegible]bution, library, photo [illegible]
Wall, small, complete w/pins & poles, bag & fly	1	per detachment (storage of supplies)
Wall, large, complete w/pins & poles, bag & fly	9	per detachment (1st, 2nd & 3rd phase, Arty & Engr teams)

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Trays, desk, height 3", length 14" width 10"	5	per detachment
Tubes, flexible, nozzle	13	1 per vehicle; range, field; generator
Typewriter, non-portable, 14" carriage	3	per detachment (administration, stencil cutting for reports)

SIGNAL

Flashlight, TL-122-A	25	1 per O, NCO, Technician & driver.

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORC
WASHINGTON 25, D. C.

OFFICIAL BUSINESS

635.365-1
Jan-Feb 1945

PRINTED MATTER

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PENALTY FOR PRIVATE USE TO
PAYMENT OF POSTAGE, $
(PMGC)

Photo Interpretation Reports XII Sec

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TARGET NO. V 2 - 45 Type: Ammo. Supply Coord: a.WR-348488
b.WR-359471

Source and Date: Photo Interpretation, 5 November 1944

Comments:
a. Three revetments typical of ammo. storage.
b. Twenty buildings probably used as supply dump. Four bldgs. are well camouflaged in woods. Possibly more buildings in wooded area. Much track activity. Some slit trenches, along road.

a. U/occupied
b

C

Date sent Photo Center 5 November 1944

Date returned from P.C. 14-11-44

Date furnished ASC & XII TAC 14-11-44

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D. MISC:

1. DUMP AND BUILDINGS AT Q-[illegible] BDA - PRINTS 3096 - 98
(SCALE 1:10,000)

PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW TWO OR THREE NEW BOMB CRATERS IN THE TARGET AREA. NO DAMAGE VISIBLE. A CONCENTRATION OF SIXTY BOMB HITS IN THE FIELD WEST OF THE TARGET AREA. TWO NEAR HITS PROBABLY DAMAGED RR TRACK LEADING INTO THE TUNNEL. AT Q-885691. BUT LINE NOW APPEARS SERVICEABLE. STRING OF THIRTEEN BOMBS HIT SE OF TARGET AREA IN OUTSKIRTS OF PIRMASENS. NO MILITARY DAMAGE BUT SEVERAL HOUSES GUTTED AND DESTROYED. RECONSTRUCTION ACTIVITY UNDER WAY ON SOME BUILDINGS. US/4/3203

----------------------WALKER----------------------

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XII TAC (A-2)

D

TARGET NO. 42-5[illegible] Type: Supply Depot Coord: [illegible]-412482

Source and Date: Photo Interpretation, 29 September 1944.

Comments: MAXIMILIANSAU.
Large supply dump; nature of stores unknown, mainly crates or boxes. Area 3000' x 800'. Served by road, rail and river. Some change noted between successive covers, but total quantity remains roughly constant.
Sortie: 23[illegible]792/3016.

AB

Doubtful if Military Stores

Date sent Photo Center 25 October 1944.

Date returned from P.C. 28-10-44

Date furnished ASC & XII TAC 28-10-44

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TARGET NO. V 2 - 33 Type: Barracks Area Coord: WR-141460 WR-137457

Source and Date Ninth AF 2nd Phase Interpretation Report, US10/T 81, Sortie: US34/2494/2078.

Comments: STEINSELTZ
Two probable barracks areas are seen at points "A" and "B" ib annotated print. AT "A" six barrack type buildings, on large shed and a small building are seen. At "B" seven barrack type buildings and several smaller buildings are found. Shelter trenches are seen at both sites. No activity is noted.
Sortie: US34/3034: 4122.

Date sent Photo Center 25 October 1944.

Date returned from P.C. 22-11-44

Date furnished ASC & XII TAC 22-11-44

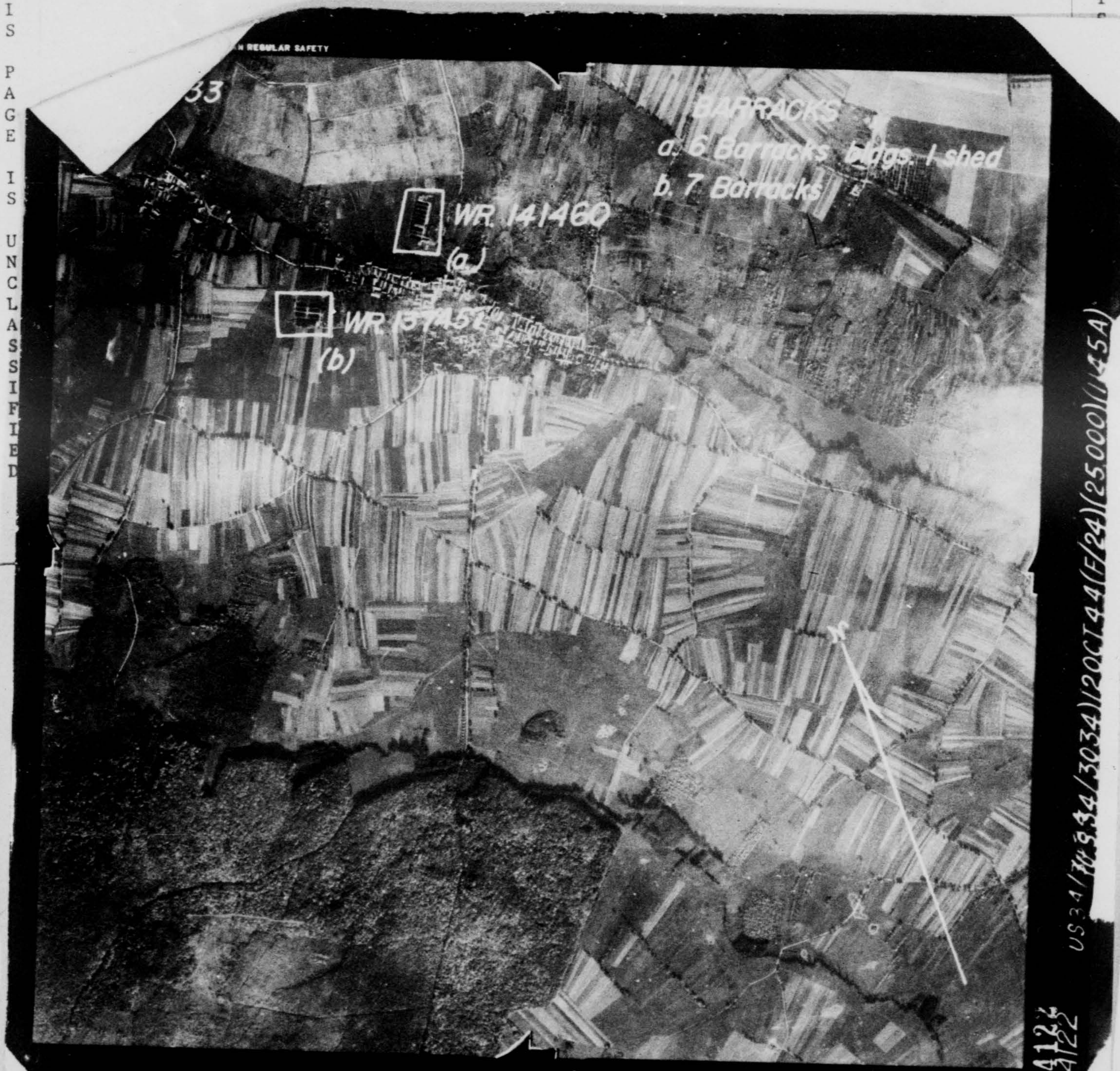
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V2 - 24

H

[illegible]TH ARMY

G-2 DISSEMINATION

C

CLASSIFICATION: SECRET

DATE: 26 January 1945

TO: A-2, XII TAC

EXTRACT FROM: SHAEF G-2 ARGUS No. 92 - 15 January 1945

6.	LANDAU (WKR. XII)	4416/V2/ 284666 approx.	There is a petrol depot WEST of the railway LANDAU-KAISERSLAUTERN, between the passenger and goods stations.	From a source of unknown value (25 Nov. 44).

H

Photo V2-54
95
105

D961B

Old

0096

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V2 - 24	15 Jan '45	a) E. half of semi-circular area very badly damaged. W half, and area to the W of the RR, undamaged and very active.	US34/3305 BC
		b) Badly damaged, but 4 supply or M/T sheds still intact. Some track activity.	C

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HEADQUARTERS SEVENTH ARMY
Office of the A. C. of S., G-2
APO 758 US ARMY

20 December 1944

The following information has been received concerning Target # V 2 - 24:

CSDIC report of 19 December 1944 - Interrogation of PW - Rating B-2.

a) 27456595.

i) A gasoline refueling station is located at grid ref. Vehicle s of the message center described in b, i, below were being refueled here; it is not to be confused with the unused gasoline station directly across the street from the message center. Gasoline is brought from SIEGELBACH (See II, 1,a, ii, below) in drums of 200-300 liters, loaded on 10 ton Renault trucks. The trucks used for the transportation of the gasoline are usually kept in the woods in vic. of OTTERBACH (See II, 1, b, i, below).

ii) At grid ref. 27656620, South of the sharp turn of the LANDAU-DAMMHEIM highway, the "Gummi-Meyer" warehouse is located. Rubber tires for all types of vehicles are kept here, in a building which is partly two stories, partly three stories high, West of the building is a large open area.

b) Locations.

i) 27556595 the message center (MELDEKAPF) for the Pz Support Center (Pz STUETZPUNKT MITTE) in OTTERBACH, described in II, 1, e, i, below, is located at grid ref., in the four-story Girls' School building. C.O. of the message center is Major Fischer. Source considers this center important for operations of armored units on the Western front.

ii) The large infantry barracks (INFANTERIE KASERNE, marked on the map, with center in grid square), serves as quarters for unidentified troops, and also contains an Army Motor Pool (Heereskraftfahrzeugpark) and an unidentified repair unit (instandselzungsgruppe). 60 vehicles of various types are usually available for immediate use at similar installations, sourse states, and this one is very active.

Ref: Germany 1:25,000 Sheet 6814.

The barracks mentioned is the rectangular group of buildings - on annotated print target # V 2 - 24. The barracks is located West of the Barracks area in the U formed by the RR. The three buildings referred to in PW report are located on the print - east of a point - 1 inch North of [illegible]racks area discussed above.

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BARRACKS & WORKSHOPS

A. APPROX. 90 BLDGS.
B. 6 LARGE BKS. BLDGS.
5 LARGE WK. SHOP BLDGS.

WR. 275657

T14

Ammo?

2[illegible]6-29SEPT, 1944-1445-F/24"-27,000 (CONFIDENTIAL)



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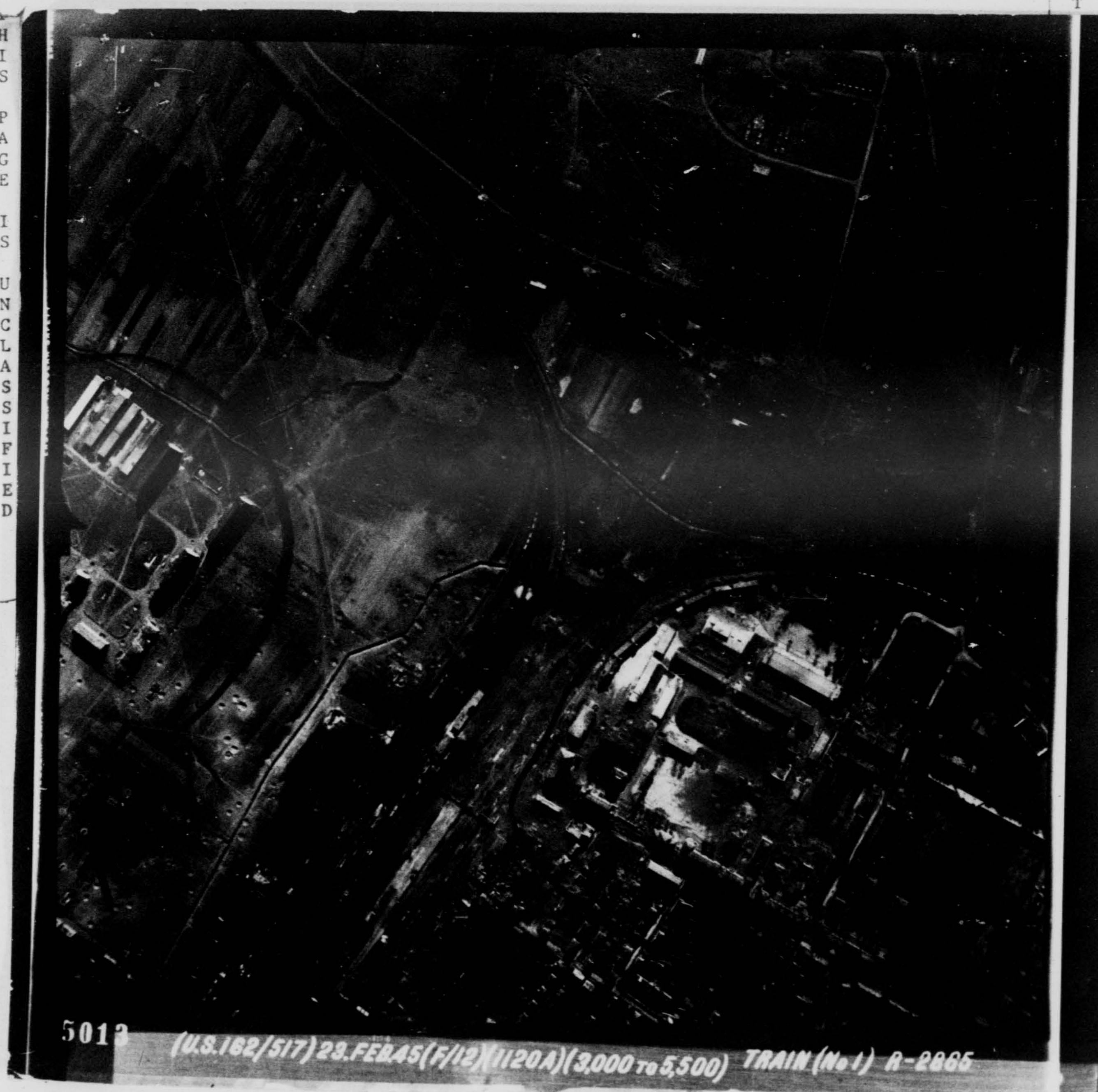


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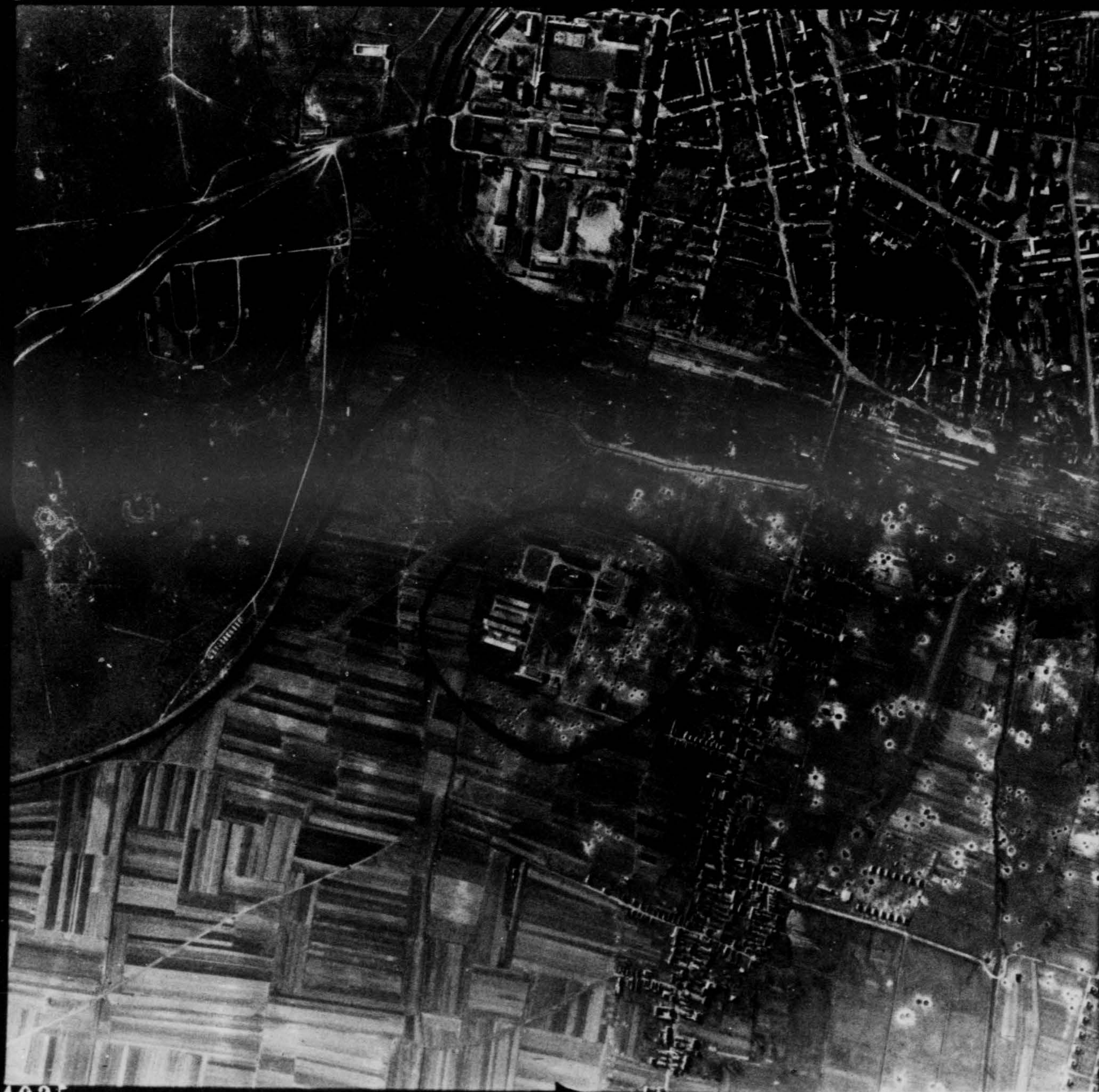
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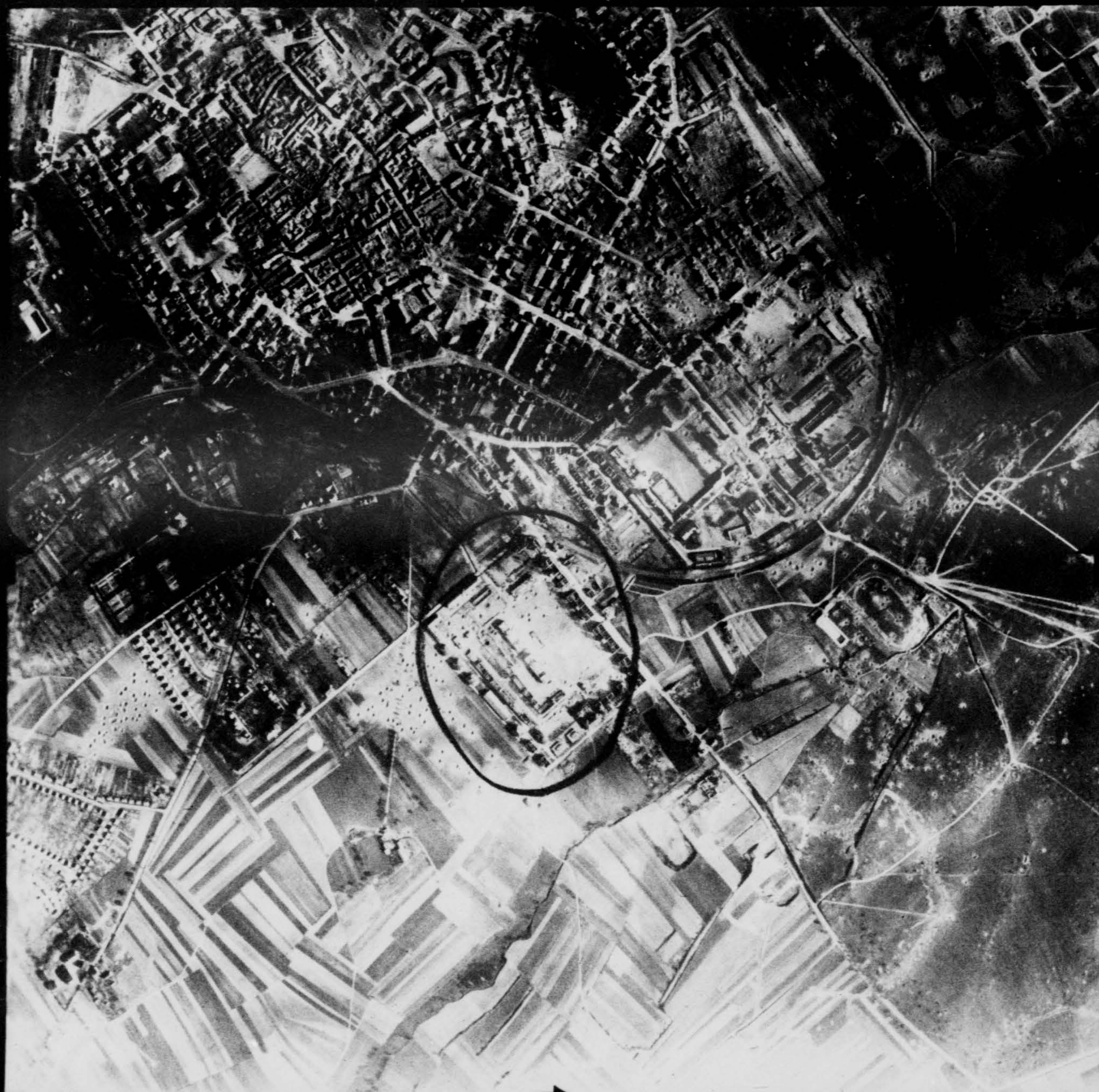
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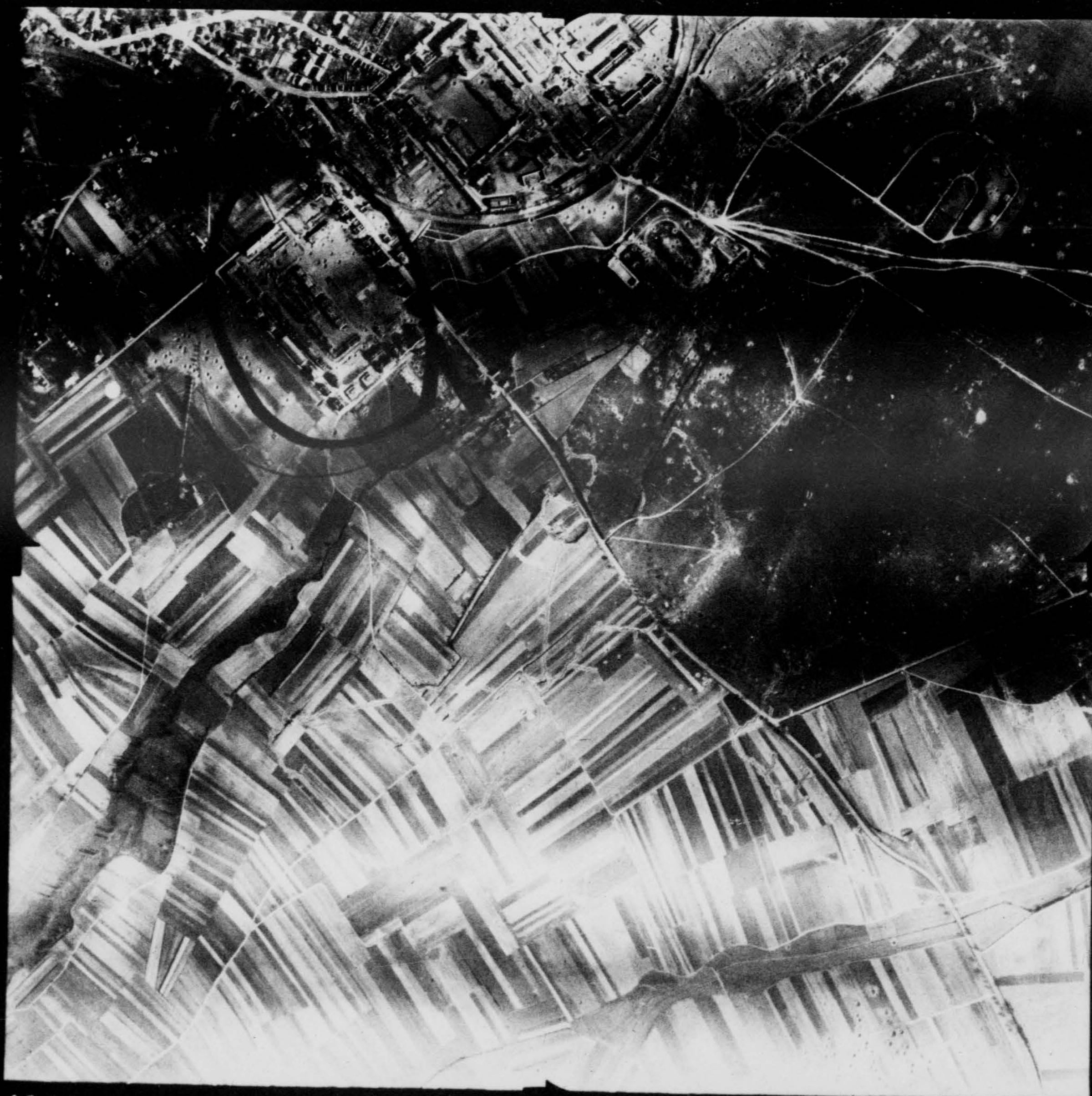
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* Vz-88 RODALBEN
(WQ-916720)
(STORES + AMMO)
8X500 7 BLDGS. DES.
4X260
15 JAN. 358 F.G.
10 JAN. HIT

3 JAN. BY 42 B.W. 11 JAN. 358 F.G. (ALT.T.)
4 JAN. BY 42 B.W.
7 JAN. BY 42 B.W.
9 JAN. BY 358 F.G.

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D. MISC:

1. DUMP AT Q-916720 PHOTOS 3012-14 SCALE 1:10,000 US/34/3321 ---------------- PHOTOS OF POOR QUALITY AND COMPLETE COVER SHOW AT LEAST TEN HITS IN TARGET AREA. ONE DIRECT HIT HAS DESTROYED ONE HALF A SMALL SHED. TWO DIRECT HITS AND ABOUT SEVEN NEAR HITS HAVE SEROUSLY DAMAGED A LONG SHED LIKE BUILDING. PROBABLE DAMAGE TO TWO OR THREE OTHOR WAREHOUSES. TWO DIRECT HITS ON STORES PILES. DUMP ABOUT TWENTY PERCENT DESTROYED. TWO DIRECT HITS CUT [illegible] DOUBLE TRACK RR LINE 1000 FEET EAST OF DUMP. CONCENTRATION OF AT LEAST TEN BOMBS HAVE CAUSED SERIOUS DAMAGE TO SMALL FACTORY OR [illegible] WAREHOUSE 3000 FEET WEST OF DUMP.

V2-88

US-34/3321
16/1/45

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A.-2.

TARGET NO. [illegible] TYPE: Stores & Ammo COORD: as below

Source and Date Photo Int. and Ground Info.

Comments: RODALBEN
a. WQ 916720, Photo Int.: 16 bldgs. and stores in open. Road and rail served.
b. WQ 916717, Photo Int: Approx 12 huts, and stores lying in the open. Area served by two parallel roads. Ground Information: 750m West of Rodalben station, in a valley, surrounded by hills on 3 sides, and a wooden stockade on the 4th, is an important munitions dump. Approx 100,000,000 shells reported. (FARMLAND #5. Date: 24 Dec, 44.) US34/3182 3049

Date sent Photo Center 30 Dec

Date returned from P.C.

Date furnished ASC & XII TAC

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AMENDMENTS.

Fatherland 18

H

29. RODALBEN 4416/V2 916720. 916717 This unspecified supply depot is now seen to consist of 10 buildings of which 7 varying in size from 104'x32' to 175'x40' and 3 from 56'x29' to 97'x53'. In addition there are 5 smaller sheds. Some bomb damage has been received. At 916717 there is another depot on the opposite side of the railway located in a small ravine in the SOUTH side of the valley. It consists of about 12 sheds, of average size 96'x31', and is possibly served by a light railway and road. Jan 14 1945. Air

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Called to Army

XII TAC

A

TARGET NO: V 2 - 118 TYPE: Barracks & Supplies Coord: [illegible] 776504

Source and Date: P.I. (8 Feb 45) and Ground Inf. (up to 4 Feb 45).

COMMENTS: NOTE: This target supersedes target No. V 2 - 70, which can be destroyed.

BITCHE.

Photo Inf: (a) Road leading to Citadel well used. Largest building in area is roofless.

(b) 8 barrack bldgs. (1, possibly 2, damaged) and 5 sheds (2 damaged).

(c) 12 barrack bldgs., 2 large warehouses and some other bldgs. All apparently undamaged.

(d) 4 large bldgs. and 2 warehouses.

All these barracks areas appear active.

Ground Inf:

(a) CITADEL at BITCHE. CP of 1127 VG Regt. (IPW, 20 Jan 45).

(b) [illegible] Barracks. Cellars constantly used as quarters for troops. (IPW, 19 Jan 45).

Battalion supply and ammo. dump alongside on SE. (IPW, 4 February 1945).

(c) BISMARCK Barracks. Supply trains for 1127 VG Regt. (IPW, 20 January 1945).

Ammo. dump for 1127 VG Regt (CCDIC, 1 Feb 45). Food stores for 559 VG Div in building between [illegible] and BISMARCK barracks. (IPW, 31 Jan 45).

(d) [illegible] Barracks. Ammo., weapons, tanks and M/T in 2 warehouses behind the barracks. (IPW, 4 February 1945).

M/B

Date sent Photo Center 12-2-45

Date returned from P.C. 13-2-45

Date furnished ASC & XII TAC 13-2-45

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5. BARRACKS AT BITCHE Q-781507
PRINTS 5113-16. SCALE 1:6,000.

COMPLETE COVER OF FAIR QUALITY SHOWS LITTLE ADDITIONAL DAMAGE. TWO NEW CRATERS ARE VISIBLE AND ONE WAREHOUSE TYPE ~~BUL~~/// BUILDING IN THE CENTER OF THE TARGET AREA HAS NEW ROOF DAMAGE, APPARENTLY FROM A FIRE

AL

~~SHI~~

~~SRY BUT PBKN IS ENSD~~

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

~~APPARENTLY FROM A FIRE~~

WITHIN THE BUILDING. THERE IS ADDITIONAL DAMAGE TO A BARRACKS BUILDING IN THE NORTHWEST PART OF THE TARGET.

13-3-45
1650A

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C O N F I D E N T I A L

HEADQUARTERS 42ND [illegible] WING (M)
A-2 SECTION [illegible]
APO 374

First Phase Strike Assessment Report

LANDAU BARRACKS AND SUPPLY AREA (W)R-270673 GERMANY (31 BG AFA 16-2-45
1548 hrs 107x500 bombs dropped)

One flight's bombs hit the supply depot consisting of 6 buildings in the south part of the target area. Some buildings were probably destroyed and most of them damaged. The possible headquarters building in the center of the target area suffered blast damage. The remainder of the bombs fell north and west of the target causing no military damage.

10 a/c of the 31 BG FAF dropped 1134x20 frag bombs on flak positions at (W)R-257649, 263661, 263671. None of the positions were hit. The position at (W)R-263671 is unoccupied as is the position at (W)R-293673. Photos do not cover the other batteries in the LANDAU area. The frag bombs damaged the buildings off the west edge of the target area. Others cut across the RR tracks and hit some rolling stock at the north choke point of the LANDAU M/Y. Some smoke from frag bombs is seen at (W)R-293663 on the road east of the M/Y. Other frags crossed the road west of LANDAU at (W)R-261653.

Late photo reconn. of the LANDAU BARRACKS AND SUPPLY AREA shows that the 3 main buildings in the supply depot have been severely damaged. Out of a group of 36 buildings west of the target 10 are badly damaged and some still smoking. 16-2-45, 1710A

Bomb Fall Plot Issued

P.I. SECTION 2ND BRIGADE FAF

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*V2-105 LANDAU N1/B (B+)
(WR-270673)
(HQ. + BARRACKS)

- HIT ON 2-14-45 BY FRENCH MEDIUMS
(SEE PHOTO)
- 16-2-45 - FRENCH. MEDS. - 107X500 - BOM. BS FELL TO S. + W. OF TARGET.

(F)

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C O N F I D E N T I A L

HEADQUARTERS 42 ND BOMB WING (M)
A-2 SECTION APO 374

First Phase Strike Assessment Report

LANDAU BARRACKS AND SUPPLY AREA (W)R-270873 GERMANY (34 BG FAF 16-3-45
1534 hrs 159x500 bombs dropped)

Photo Coverage Fair
Photo Quality Good
Time in process and delivery 6½ hrs.
Average time per edited negative 77 min.

The target consists of 6 supply sheds in the south section, a possible headquarters building in the center, and 6 supply and barracks buildings in the north. The first strings of bombs fell just east of the target and continued southeast through the town of LANDAU not quite reaching the RR M/Y. These bombs caused considerable damage to the industrial installations in the north section of town. The remainder of bombs fell west of the target in a small residential section.

P.I. SECTION 2D BRIGADE FAF

Bomb Fall Plot Issued

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C O N F I D E N T I A L

HEADQUARTERS 42ND BOMB WING (US)
A-2 SECTION
APO 374

First Phase Strike Assessment Report

LANDAU HEADQUARTERS AND BARRACKS AREA (W)R-270673 (34 BG FAF/ 14-2-45/ 1510 hrs/ 31x500 bombs dropped)

Photo Coverage Poor
Photo Quality Excellent

The bombs fell in the west part of the town of LANDAU at (W)R-274662. The target in the north section of town remains intact. The RR tracks running west from LANDAU were probably cut. There were approx. 300 units of rolling stock in the M/Y many of wich were destroyed or damaged.

Bomb Fall Plot Issued

P.I. SECTION 2ND BRIGADE FAF

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1. R-270673 SUPPLY AREA PRINT NO. 5006--07
-------------------LARGE GROUP OF BUILDINGS, MAIN BUILDING HAS LARGE BOMB CRATER IN ONE PORTION OF IT SEVERELY DAMAGING STRUCTURE. (PHOTOS ONLY FAIR QUALITY)
R-268700 GROUP OF 36 BUILDINGS, 10 OF WHICH ARE BADLY DAMAGED AND SOME ARE STILL BURNING. DAMAGE TO BUILDINGS SLIGHT IF ANY AT R-267673. LARGE ADMINISTRATION BUILDING AT R-270671 AMONG FROTRESS GARRISON BUILDINGS DOES NOT APPEAR TO DAMAGED.
(US/111/112)

2.

16-2-45 --------------------WALKER-----------

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XII BAC

TARGET NO. V2-105 TYPE: a & b: Poss. Hq. c & d: Bks. & Supply Sheds e: Supply Depot COORD: [illegible] 270[illegible]

B+

Source and Date. Photo Interpretation

LANDAU

Comments: The fort immediately N of Landau has various military installations all of which appear active. They are as following: (a) Poss Hq: Large office-type bldg. fenced in. Marked track activity seen on snow covered roads leading to bldg. (b) Possible Hq: Located within the fort there is 1 large administration-type bldg., "U" in shape. There is intense track activity on snow covered grounds, and on roads leading to bldg. Also two other smaller bldgs. to the [illegible] of it, which are probably used for quartering the personnel. Area "c" consisting of 2 large bks bldgs, 1 long M/T shed and 2 smaller sheds probably used as supply sheds, and area "d" consisting of 10 sheds containg supplies and personnel that man the defenses in the vicinity. Mild track activity seen in these areas. (d): Supply depot consisting of 6 supply-type sheds. Mild signs of activity on road in area and those roads leading to area.

Date sent Photo Center 17-1-45

Date returned from P.C. 18-1-45

US34/3305 4010

16-2

LANDAU .. 4416/V2 284666 approx.

V2 105

There is a petrol depot WEST of the railway LANDAU-KAISERSLAUTERN, between the passenger and goods stations.

From a source of unknown value. (25 Nov. 44.).

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Fatherland #15 23 Jan

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3249.

LCIK AAT LDUX LDSV PEGY LGNT V AAD NR2 URGENT CONF.
LCIK T SELF
AAT T IVE AND SELF
LDUX T SELF
LDSV T SELF
PEGY T SELF
LGNT T SELF

Orig fld Act A-2 cc RB

FROM: 2ND FRENCH BOMB WING A-2 170300A
TO : 42ND WING, 1ST TAF, 17TH BOMB GROUP, 320TH BOMB GROUP, 1ST CAF, 12TH TAC, 9TH AF

GR--BT

FLASH REPORT

LANDAU HEADQUARTER, BARRACKS, SUPPLY SHED, SUPPLY DEPOT WR 270673
31ST BOMB GROUP 2-16-45 1544H.
HITS ON BUILDINGS (POSSIBLE HQ) BUILDINGS DAMAGED OR DESTROYED.
BOMBS ON ROAD LANDAU-ANWEILER AND NORTH OF THIS ROAD. BOMBS ON BARRACKS EAST OF TARGET. CROSSROAD LANDAU-ANWEILER
NUMEROUS HITS SCORED ON SUPPLY ~~E77~~ DEPOT EAST OF TARGET. RAILROAD LANDAU SPEYER IS CUT AT WR 286073 NEAR OF THE BRANCH LINE NEUSTADT-SPEYER. SOME BOMBS FELL AT 400 FEET SOUTH OF THIS RAILROAD.
BOMBS AT 400 ~~E77~~ FEET LEFT OF THE LANDAU OFFENBACH ROAD AND 800 FEET EAST OF THE LANDAU STATION.
BOMBS AT BOCHINGEN WR258710
BOMBS AT GLEISWEILER WR236715 AND 238722
NO BOMBS ON BATTERIES AT WR 263671 263661 267649

LANDAU HEADQUARTER, BARRACKS, SUPPLY SHED, SUPPLY ~~E77~~ DEPOT WR270673
34TH BOMB GROUP 2-16-45 1531H.
NUMEROUS HITS SCORED ON BARRACKS AND SUPPLY SHED . THE AREA COVERED BY THE BOMBS SPREAD FROM SUPPLY SHED TO THE LANDAU BORNHEIM ROAD
A PATTERN OF BOMBS ON THE NORTH PART JUST OUTSIDE OF THE TOWN ON EACH SIDE OF THE LANDAU BOINHEIM ROAD.
NUMEROUS BUILDINGS DAMAGED OR DESTROYED.
NO BOMBS ON BATTERIES AT WR253671 263661 267649

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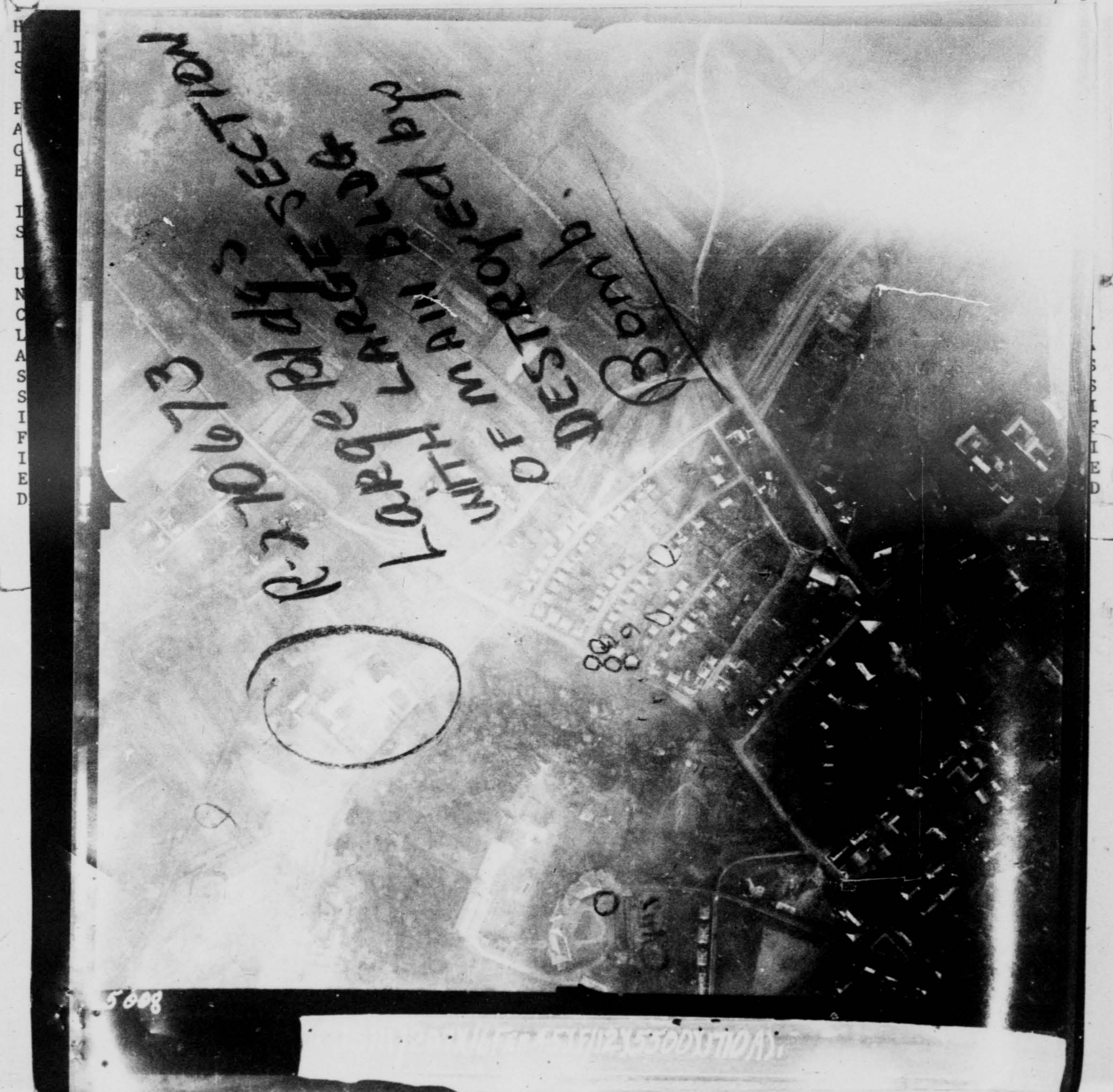
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CONFIDENTIAL 12 Feb 45

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/T 512

(a) LOCALITY: LANDAU MILITARY AREA (GSGS 4416/V2 - R/272674)
(b) SORTIE: US 31/2957 - 2126, 27 SORTIE SCALE: 10,000
(c) [illegible]: 29 Sept 44 F.L.: 24" [illegible] PRINT: 2126
(d) [illegible]: The area is covered on prints of good quality.
(e) [illegible]:

Within the outlined area is a military installation containing [illegible] [illegible] sheds, an administration building, 2 large supply buildings, 11 [illegible] and several small buildings. One vehicle is parked in front of the administration building at the time of photography. The area was very active on cover of 2.1.45.

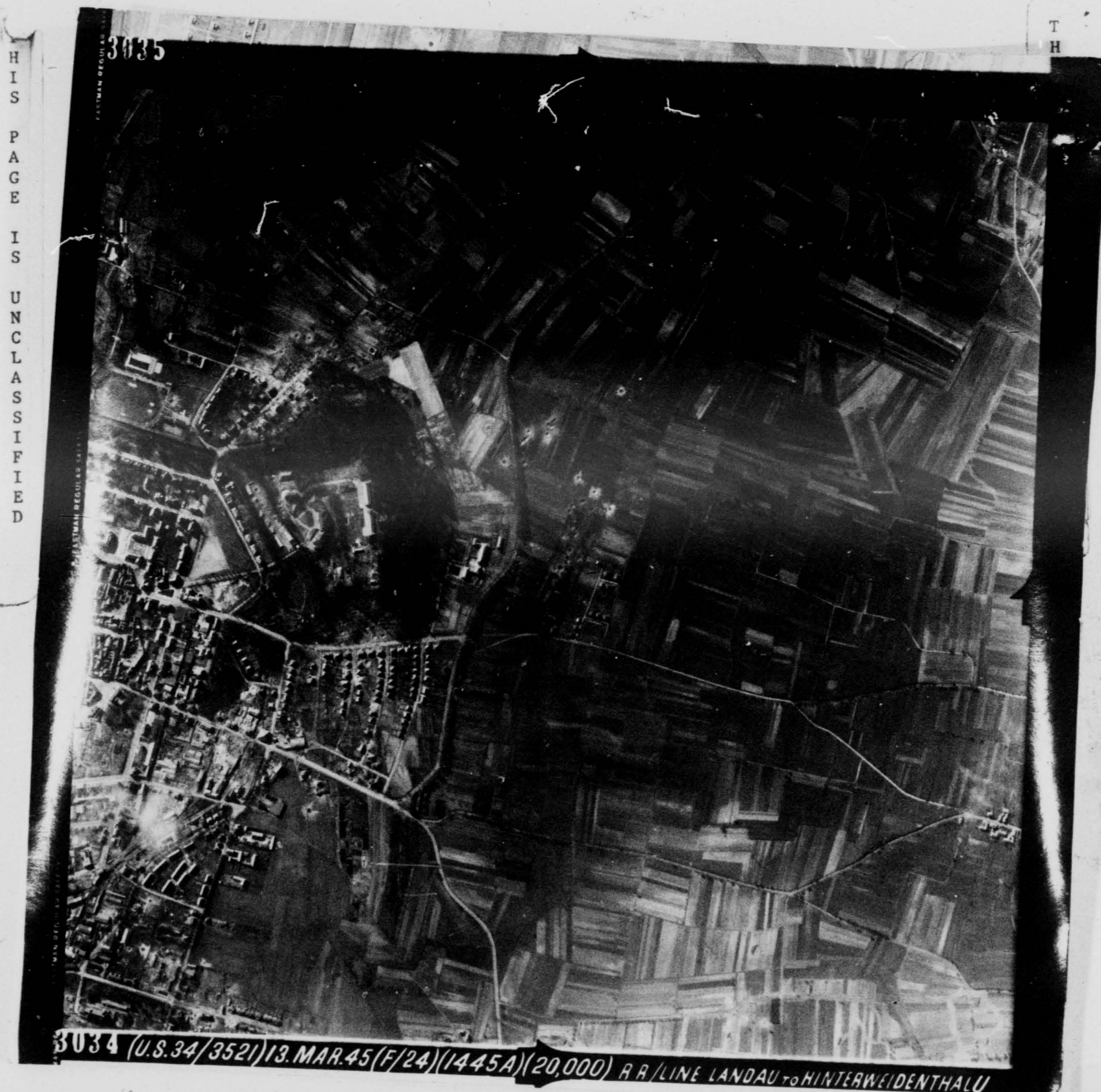
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*V2-66 E. LANDAU
(WR. 357698)
(STORES DUMP)

29 DEC.	371 F.G.	17 X 550	N.R.O.
30 DEC.	371 F.G.	24 X 550 1 X 100	20 D/H ABTA LARGE COLUMN SMOKE
30 DEC.	371 F.G.	FIRE 22 X 500	ABTA - N.R.O.
10 FEB.	324 F.G.	5 X 100	N.R.O.
30 DEC. By.	371 F.G.		
11 JAN.	42 B.W.		
20 Feb	50 F.G	12 X 500 5 X 460	2 tremendous explosions

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D. MISC:

1. STORES AT R-357698 PRINTS 5003-05 SCALE 1:6,000
------------------PHOTOS OF FAIR QUALITY AND COMPLETE COVER SHOW ONE 70 FOOT SHED COMPLETELY DESTROYED. ONE 120 FOOT WITH 1/8 ROOF DESTROYED AND SERIOUS INTERNAL DAMAGE AND ANOTHER 120 FOOT SHED WITH MINOR DAMAGE. SUPPLIES STILL PILED IN WOODS. FEWER FREIGHT CARS IN AREA THAN ON COVER US 162/630 10 MARCH 45. DOUBLE TRACK MAIN RR. HAS BEEN REPAIRED.

14-3-45
1700 H

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MCC | 3. DUMP AT R-364699 PHOTO 5018
-------LARGE CAMOUFLAGED DUMP. SOME MATERIAL NEARBY HAS
DAMAGED BY BOMBING, BUT THERE IS VERY LITTLE OTHER DAMAG
IN THE AREA. RECOMMEND NEW ATTACK.

WALKER

14-3-45
12301A

BT 142300A
AS
DEL BB KKK
LGNT R NR 16 150125A FR AR K

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14 12.30 H
MdC
14-3-45
12 30H
MdC
V2-66

2. ORDNANCE OR SUPPLY DEPOT R-355697 PHOTO 5016
---------THERE ARE 12 RR CARS AT ORDNANCE OR SUPLLY DEPOT IN THE WOODS. BUILDINGS ARE STILL INTACT AFTER HAVING BEEN BOMBED. SEVERAL CARS HAVE BEEN DAMAGED AND SOME MATERIAL HAS BEEN DESTROYED.

~~[illegible]~~

R-347692 PHOTO 5012-~~[illegible]~~ 5013
-----CORD WOOD OR STACKS OF MATERIAL IN WOODS.
R-353694 PHOTO 5012-5014
-------STACKS OF AMMUHITION OR MATERIAL

[illegible]0001A
SENT RA AR K
LGNT R.......NR 1 110542A CAR K

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D. MISC.

TRAIN AND DUMP R350695 PRINTS 5008-15 SCALE 1:4,500.

-R-

PHOTOS OF GOOD QUALITY AND SCALE SHOW THAT SINCE COVER US 162/542, 25 FEB,45 AT LEAST FIVE DIRECT HITS AND SEVERAL NEAR MISSES HAVE CUT ALL TRACKS OF THE MAIN LINE LANDAU TO SPEYER AND GERMERSHEIM R.R. IN SEVERAL PLACES. ABOUT TWENTY FREIGHT CARS SERIOUSLY DAMAGED OR DESTROYED. LINE COMPLETELY BLOCKEB.

THE MINOR ROOF DAMAGE AND FREIGHT CAR DAMAGE IN THE BUMP AREA REPORTED ON US 162/542 25 FEB,45 HAS BEEN REPAIRED AND THE BRANCH LINE LEADING INTO THE DUMP IS NOW SERVICEABLE. STRING OF AT LEAST 36 EMPTY GONDOLAS AT R-332690.

McK

2/3/45
1400

---WALKER---

BT:031545A
MXX
SENT BY WT B2 K
LCNT R NR12 032105A ALS KKK

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TARGET NO. V 2 - 66 Type: Stores dump Coord: [illegible]R-356698

Source and Date Photo Interpretation, 25 November 1944.

Comments: ZEISKA[illegible].
Stores depot consistong of ten buildings concealed in woods; served by a railway spur.
Sortie: [illegible]3[illegible]/3118. 4060;

80

Date sent Photo Center 28-11-44.

Date returned from P.C. 1-12-44

Date furnished ASC & XII TAC 1-12-44

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D. STORES AT R-357698 PRINTS NOS: 5010-13 ~~ACA//~~ SCALE 1/6,000

562/3426 25 Feb 45 121.5 hrs

COMPLETE COVER ON EXCELLENT SCALE PHOTOS SHOWS THAT OF SIX STORES BUILDINGS ONE HAS POSSIBLE INCENDIARY DAMAGE AT ONE CORNER. THREE RAIL CARS AT THIS LOCATION MAY ALSO HAVE INCENDIARY DAMAGE. NO OTHER BUILDINGS ARE DAMAGED. TRAIN ON SIDING HAS POSSIBLE 10 CARS BURNED- OUT. TRAIN ON MAIN LINE ALSO MAY HAVE NUMBER OF CARS BURNED-OUT. THERE ARE OVER SIX ~~TRO//~~ TRUCKS ACTIVE IN THE AREA. SMALL GROUPS OF STORES ARE NOW BEING DISPERSED ALONG ROADS IN THIS VICINITY.

V2-66

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4) Amn Dump In ZEISKAM Area (PW GLATZ)
Ref Map: GERMANY 1:25,000, Sheet 6715, Second Edition, (AEF)(Colored) 7th A 21 Feb CSDIC

3569 In the woods on both sides of the railroad siding, in grid square indicated,
are approx 20 wooden huts. All except two of these huts contain small arms
and 75 mm A/T amn. The two remaining huts are filled with canned food sup-
plies. (This dump is indicated on Defense Overprint Doc 44, as a Reprisal
Stores Dump.) Source does not believe that the dump was bombed, but the BAERE-
3658 BRUCH Forest was bombed. Source suspects that the target was the above dump,
and was missed since there is nothing of military importance located in the
bombed woods.

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C. GUNS POSITIONS: NONE COVERED

D. MISC:

1. DUMP AT R-357698 PRINTS 3029--31 SCALE 1/8000
----------------PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHU NO DAMAGE TO TARGET AREA. THREE CRATERS NEAR RR WEST OF THE TARGET AREA, CAUSED MINOR RAIL DAMAGE AND ALSO DAMAGE TO A THREE GUN LIGHT AA POSITION. THERE IS CONSIDERABLE RAIL ACTIVITY AROUND THIS DUMP.

----------------WALKER--------------

2 Feb
8/34/3362

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ADDED GROUND INFORMATION: AND ADDED PHOTO INFORMATION:

V2-oo

Recent photos show a marked increase in activity. 41 wagons were seen on the RR spurs in the dump alongside the building. 25 wagons are on a siding and 5 or more M/T in vicinity og these wagons in area parallel to the main RR line, along the N edge of area as anotated on target photo. Also 32 other wagons on siding imm diately " of area. None or ver little blast damage inflicted on dump from previous bombing on the 29th and 30th of Dec., 1944. US34/3335 4170 29 Jan 45.

A XXX

10 Feb

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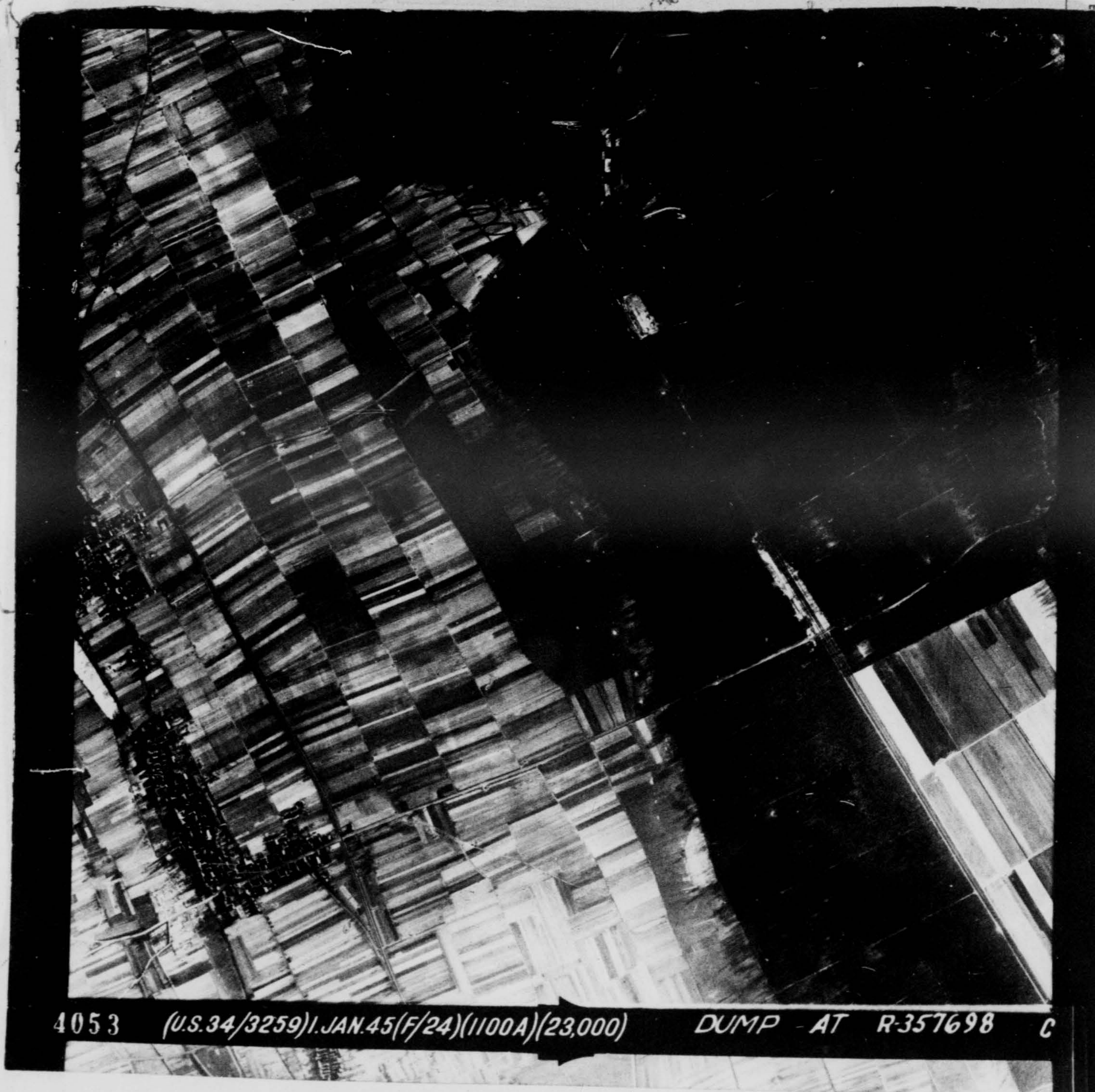


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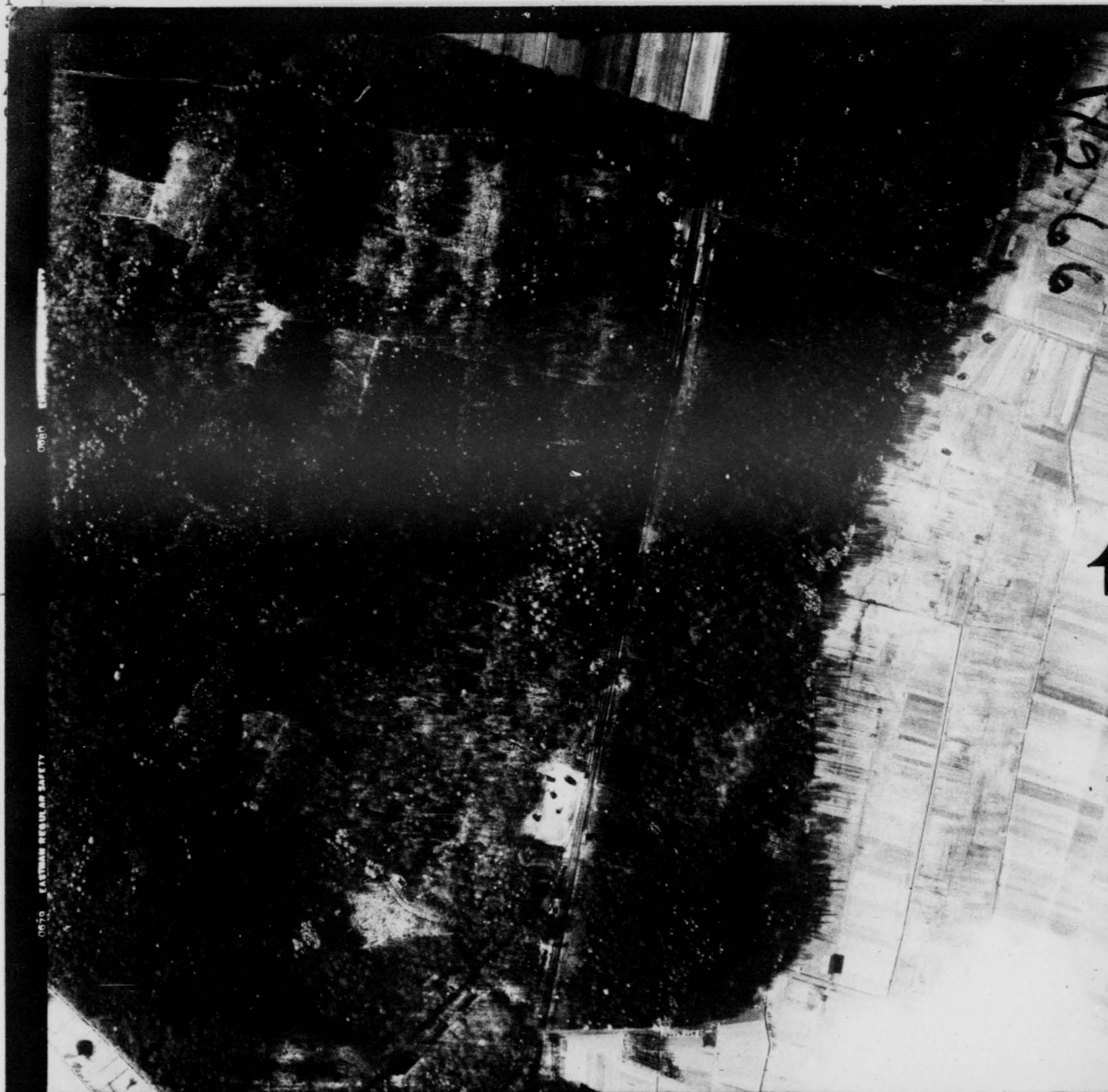


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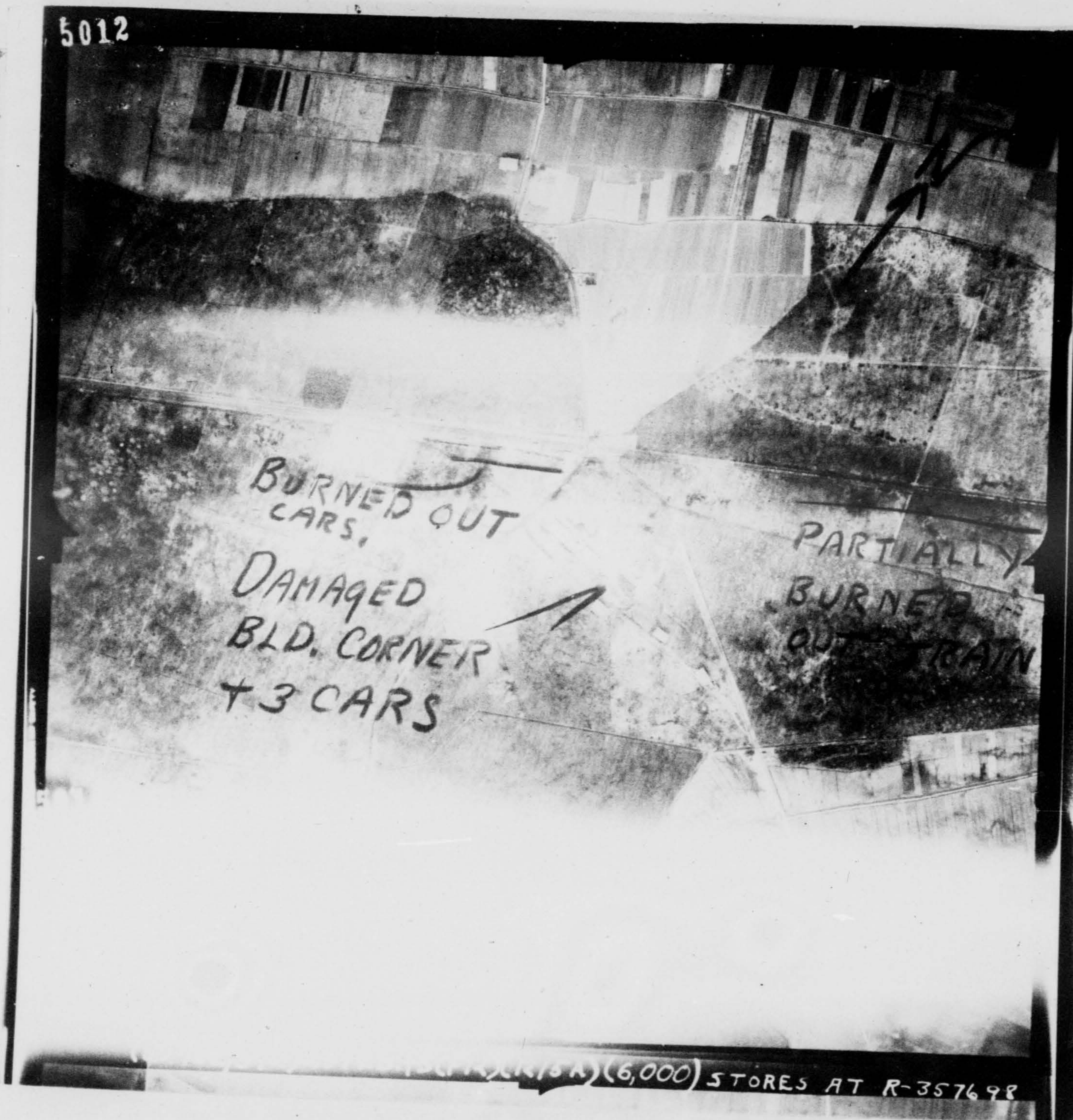
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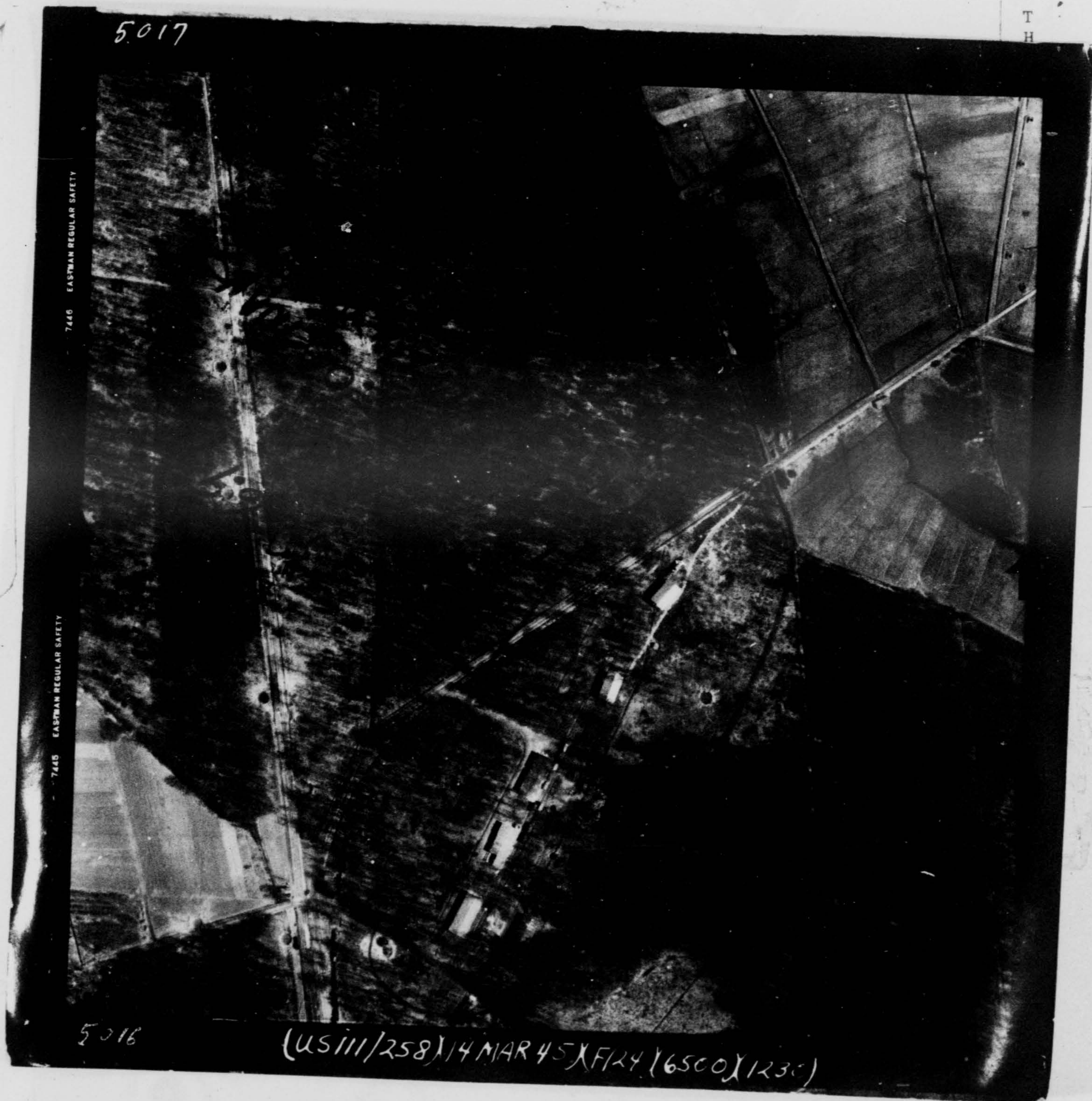
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5019

5018 (US111/258) 14 MAR 45 (F/24)(6500)(123C)

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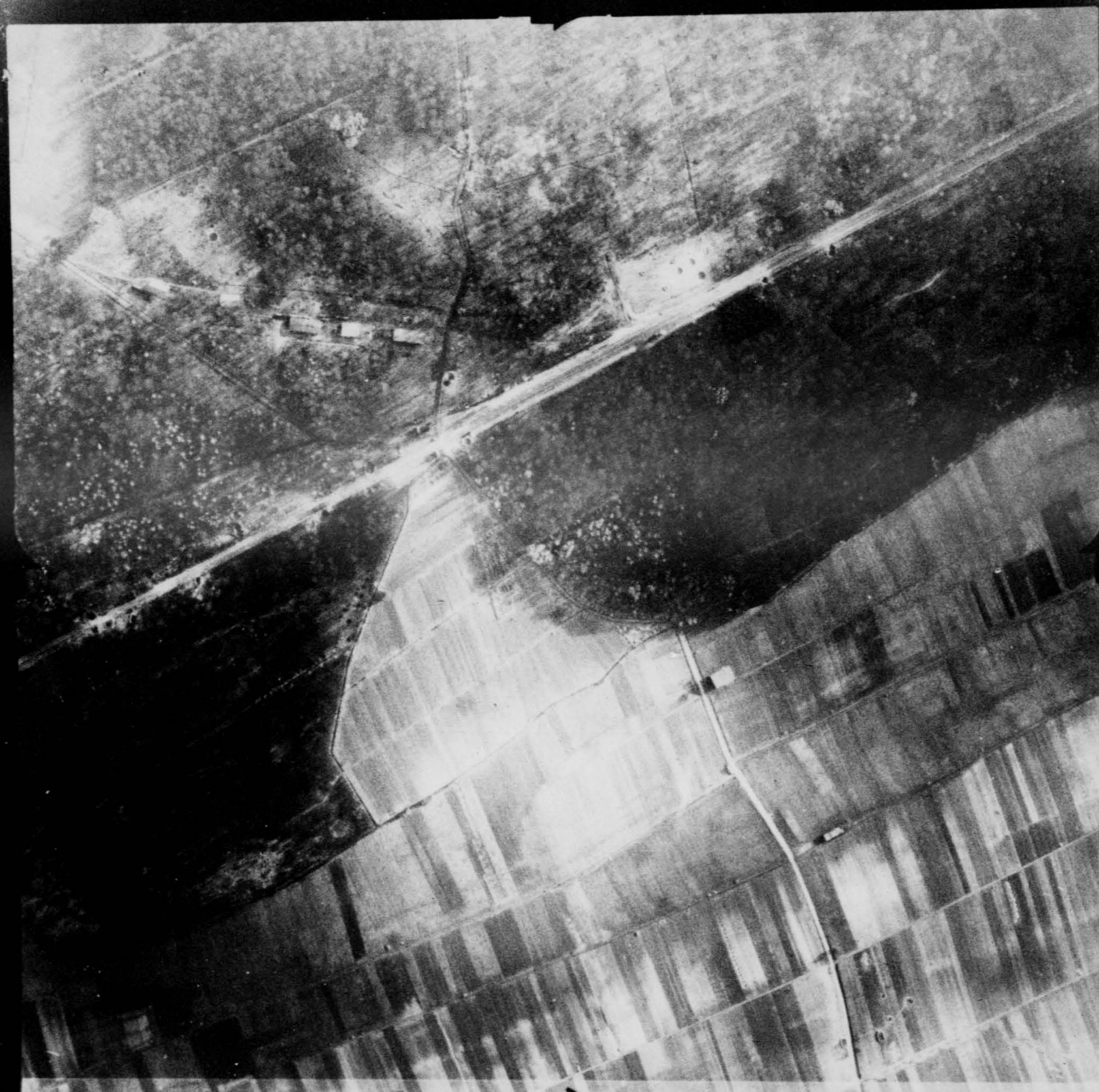
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47	ST INGBERT	Shell-loading plant (undamaged)	53507500 [redacted]	63 Div MII	23 Feb 45	34/3450 4093-94

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34/3584
19 March

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*U1-45 ST. INGBERT M/B (B+)
(WQ-535750)
(M/T REPAIR DEPOT)
14 FEB. - FR. MEDS? - NO DAMAGE.

12 FEB. 320 B.G. (42T.T.)

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Ql-1 U-45

A/ 537751
St. Ingbert. MT Repair Depot
Depot bombed but still active.
SW corner of Factory bldg. only slightly dam.
5 shops destroyed.
Info: 16 Jan.
Argus 105

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Subject: Tank Repair Shops
Value : C/3
Date : 13 January 1945

H

SAINT INGBERT Photo 41/33, 38 or 45

A tank repair shop is located in the buildings of a factory located at the south western exit of the town, on both sides of the SAINT INGBERT - SAARBRUCKEN road, before the junction of the DUDWEILER road. 8 "Panther" tanks were seen being repaired on 13 January 1945.

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51	ST INGBERT 53507420	Mil motor park and construction material dp.	Rptd by 63 Div MII(G) Rpt #20, 1 Mar in forest vic 538745. Center of activity appears from photos (Sortie 34/-3471, 4185-87) to be round circle of darker trees at given coord.

L 51-45

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U 1 - 45	28 Feb 45	3034/3471	Smoke coming from two chimneys. No L/T visible; nature of present activity unknown.

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St. Ingbert 21 Jan: At 543-756 (sheet 6708) source observed approx. 30 tanks and misc., armored and half-tracked vehicles. All were in a bad state of repair. Workers were engaged in repairing them. Directly across the road in the yard of an other part of the same factory, 8 gasoline tank trucks parked. (C-3)

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ADDED GROUND INFORMATION FOR FOLLOWING TARGETS:

U1-45

The following photographic interpretation was inadvertently omitted from the information issued with this target:
"Much track activity, but no M/T visible."

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C. GUN POSITIONS: NONE REPORTED

D. MISC:

1. ST INGBERT M/T REPAIR DEPOT AT Q-537750 PRINTS 3112--14
SCALE 1/7000
------------------------------COMPLETE COVER ON GOOD
PHOTOS SHOW NO VISIBLE CHANGE SINCE 30 JANUARY PHOTO COVERAGE
US/34/3319. DEPOT IS INIUSE AND SERVICEA BLE AT LEAST IN MAJOR
BUILDINGS.

682/B/106
14/2/45

U1/45

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XII TAC

TARGET NO. U I - 45 TYPE: M/T Repair Depot COORD: M-535750

B+

Source and Date. Ground Inf, 11 Dec 44.

Comments: SI INSERT.
Ground Inf: " A PW reports an A.F.V. and M/T repair depot set up in a former factory or coal-mine surface installation located on both sides of the road at this point. The same source reports that approx. 50 tanks of the 22 Pz Rgt. are laid up there. It is also the main repair depot of the 21 PZ Div. and all the units requiring ~~XXXXXX~~ M/T major repairs". (Fatherland No. 15; date of info. 11 Dec. 44).
Note: Unit locations now out of date.

X 14-2 FR
M MIB

Date sent Photo Center 19-1-45.

Date returned from P.C. 23-1-45

Date furnished ASC & XII TAC 23-1-45

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CONFIDENTIAL
30 Jan. 1945

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/D 69

(a) LOCALITY: ST. INGBERT M/T REPAIR DEPOT (GSGS 4416/U1-/537751).
(b) SORTIE: US 34/3319 SCALE: 11,000 F.L. 24"
(c) DATE: 16 Jan 45 HOUR: 1420A
(d) PERIOD UNDER REVIEW: This report covers all the damage from 31.12.44 to date.
(e) COVER: The target is covered on prints of good quality. (Refer to US10/T 438).
(f) STATEMENT:
A. Five small workshop type buildings are destroyed and a sixth is severely damaged by a direct hit.
B. T-shaped building is severely damaged by a near miss.
C. The SW corner of the large factory type building is damaged slightly by a near miss.
D. Wagon repair shed severely damaged by a near miss.
(g) ACTIVITY: The depot appears to be serviceable. Rail and M/T activity is visible throughout the area. A great deal of M/T activity is seen to the E. The damaged rail line just NE of D has been repaired.

ANNOTATED PRINT: 3032,4032 Sortie: US34/3919-3031-34,4031-34.
CONFIDENTIAL Hour: 1420A Date: 16.1.45
...th P.I.D. at Hq. 10th P.G. DISTRIBUTION NO. 100

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*U1-38 ST. INGBERT M/B (Bt)
(WQ-543739)
(AMMO OR FUEL)

14 FEB. - 324 F.G. - 8X750 - STARTED 2 HUGE FIRES - 2 BLDGS. DEST. 1 DUMP DAM. 4 BLDGS. 10 NEAR
15 FEB. 371 F.G. - 22X500 - 2 D/H DEST. MISSES.
23 FEB. 34 B.G. - 200X500 - CAUSED SMALL EXPLOSIONS. MAI. HIT S/E + S/W OF T.
23 FEB. 31 B.G. - 66X500 - HAZE RESTRICTED OBSERVATIONS

10 FEB. 50 F.G. (ALT. T.)

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~~MOE~~

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Kassel

7TH ARMY
G-2 DISSEMINATION

CLASSIFICATION: CONFIDENTIAL

TO: A-2, XII TAC DATE: 9 March 1945

EXTRACT FROM 63d Inf Div - G-2 Periodic Report No. 29 - 7 Mar 45

H | ~~MOE~~

Army munition & Fuel Dump in woods in square 538738 - 540737 - 536737
539734.
36 Div CP at JAEGERTHAL vic Bitsch

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A large tank repair shop and tank ammunition dump were located at DILLINGER-HUETTE on W side of ST. INGBERT. It comprises a large area N of RR line from Q-53357482 to Q-53637498. Ammo is stored in large hall running parallel to RR line. This plant was bombed by our fighters on 18 Feb with incendiary bombs that did not penetrate concrete ceilings of plant. (When PW was there on 22 Feb he observed about 10-15 tanks and assault guns being repaired). MAP ref G.S.G.S. 4414 1:25,000 Sheet 6708).

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14 Ammunition depot starting 50 yards from edge of woods in approximate area Q-538744 (Middle of Jan).

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38.	ST INGBERT	4416/31 535750 approx.	A PW reports on AFV & M.T. repair depot set up in a former	Dec 11 44.	P.W.

factory or coal mine surface installation located on both sides of the road at this point. The same source reports that approx. 30 tanks of the 22nd Pz. Regt. are laid up there. It is also the main repair depot for the 21 Pz. Division and all other units requiring M.T. major repairs.

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Target No. U1-38

A French map of the SAAR Industries (dated 1925) marks this target as a powder factory.

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175. ST.INGBERT 4416/U1 543740 Ammunition or powder storage area composed of 10 small 16 Jan 45 US34/3319 4031/34
buildings in very high revetments, five empty revetments and 19 small bldgs with no blast wall protection. The installation is road served but does not appear to be active. In the forest to the EAST are 6 small ammunition bunkers which are not road served.

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D MISC:

1. FUEL AND AMMO DUMP Q-543740 PHOTOS 5002-04 SCALE 1:6000 P-131C
----------------------------COMPLETE COVER, GOOD [illegible] QUALITY
APPROXIMATELY 75 HITS IMMEDIATELY NORTH OF THE AREA. WALL
PROBABLY DAMAGED ON ONE 30 FOOT SQUARE BUILDING. NO OTHER
DAMAGE.

28/2/45
16 6 GA

D1-38

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US/34/3412
16-2-45
U1-38

3. FUEL DUMP AT Q-543738 PHOTOS NO 4008-4011 SCALE 1:10,000
-- COMPLETE COVER GOOD

PHOTOS SHOWS LARGE AREA OF SQUARE SHAPED POSSIBLE FUEL TANKS SEPERATED BY HIGH EARTHERN EMBANKMENTS. THERE ARE FIVE CRATERS IN OPEN FIELDS WEST OF DUMP. THERE ARE SHELLS OF 10 POSSIBLE TANKS VISIBLE. THESE MAY EITHER BE BURNT OUT TANKS OR TANKSUNDER CONSTRUCTION. SCALE OF PHOTOS ZZ PREVENTS DEFINITE STATEMENT, ALTHOUGH DUMP AREA APPEARS UNDAMAGED. ?

ON ZZZ SAME PHOTOS AND NORTH EAST OF EMBANKED AREA IS A LARGE AREA OF POSSIBLE BURIED STORAGE OR FUEL TANKS AT Q-553743. THERE ARE SEVEN FRAME BUILDINGS IN THE AREA ALL OF WHICH ARE GUTTED. THERE ARE AT LEAST 20 CRATERS IN THIS AREA. THERE ARE A NUMBER OF NEW CRATERS IN THIS AREA. THERE ZZ ARE A NUMBER OF NEW CRATERS ALSO SCATTERED ABOUT THE TARGET.

Not at the time ?

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1. [illegible]
ST INGBERT FUEL DUMP. [illegible]-543739
PRINTS 4057-69. SCALE 1:10,000. 23-2-45
UI-38 PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW NO HITS IN TARGET 34/345°
AREA. ABOUT [illegible] HITS IN FIELD WEST OF TARGET. 1430A.

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Sustfort Trogfoul XII Tac

TARGET NO. U1-38 TYPE: Ammo or Fuel COORD: N4 949739

Source and Date. Photo Interpretation 16 Jan 45

ST. INGBERT

Comments: GROUND: GIR---- Dangerous stores.

Photo Interpretation: Dangerous stores area composed of 15 blast protected huts and 12 other huts and buildings. This possibly is an old factory storage area as the bldgs. are indicated on a 1/25,000 scale map. The blast protected huts indicate dangerous stores of some type are kept there. The area is active and in use. US34/3299 4020 5 January 1945

B

Date sent Photo Center 16-1-45

Date returned from P.C. 18-1-45

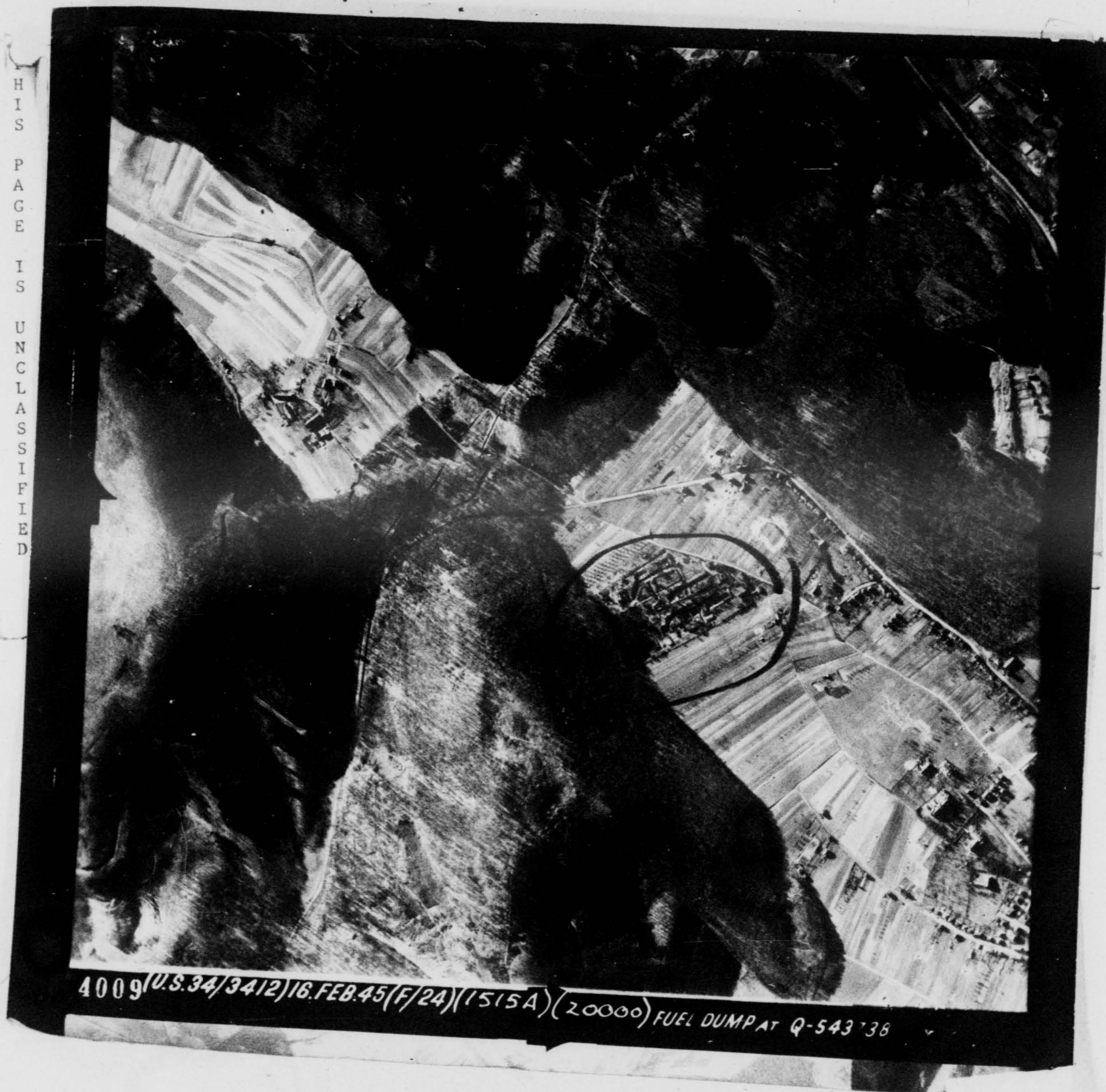
M/B

Date furnished ASC & XII TAC 18-1-45 X - F/B 15-2

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4009 (U.S.34/3412) 16.FEB.45 (F/24) (1515A) (20000) FUEL DUMP AT Q-543'38

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CONFIDENTIAL

9 Feb 45

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/T 504

(a) LOCALITY: ST. INGBERT AMMO DEPOT (GSGS 4416/U1 - Q/543740)
(b) SORTIE: US 34/3319 - 4031-34
(c) TOT: 16 Jan 45, 1420A — SORTIE SCALE: 10,500
(d) COVER: The targets are covered on prints of good quality. — ANNOTATED PRINT: 4032
(e) KEY TO ANNOTATIONS:

1. An ammo or powder storage area composed of 10 small buildings in very high revetments, 5 empty revetments and 19 small buildings with no blast wall protection. The installation is road served but does not appear to be active. In the forest to the east are 6 small ammo bunkers which are not road served.

2. A road served supply depot composed of 7 warehouse type buildings. Slight activity is visible.

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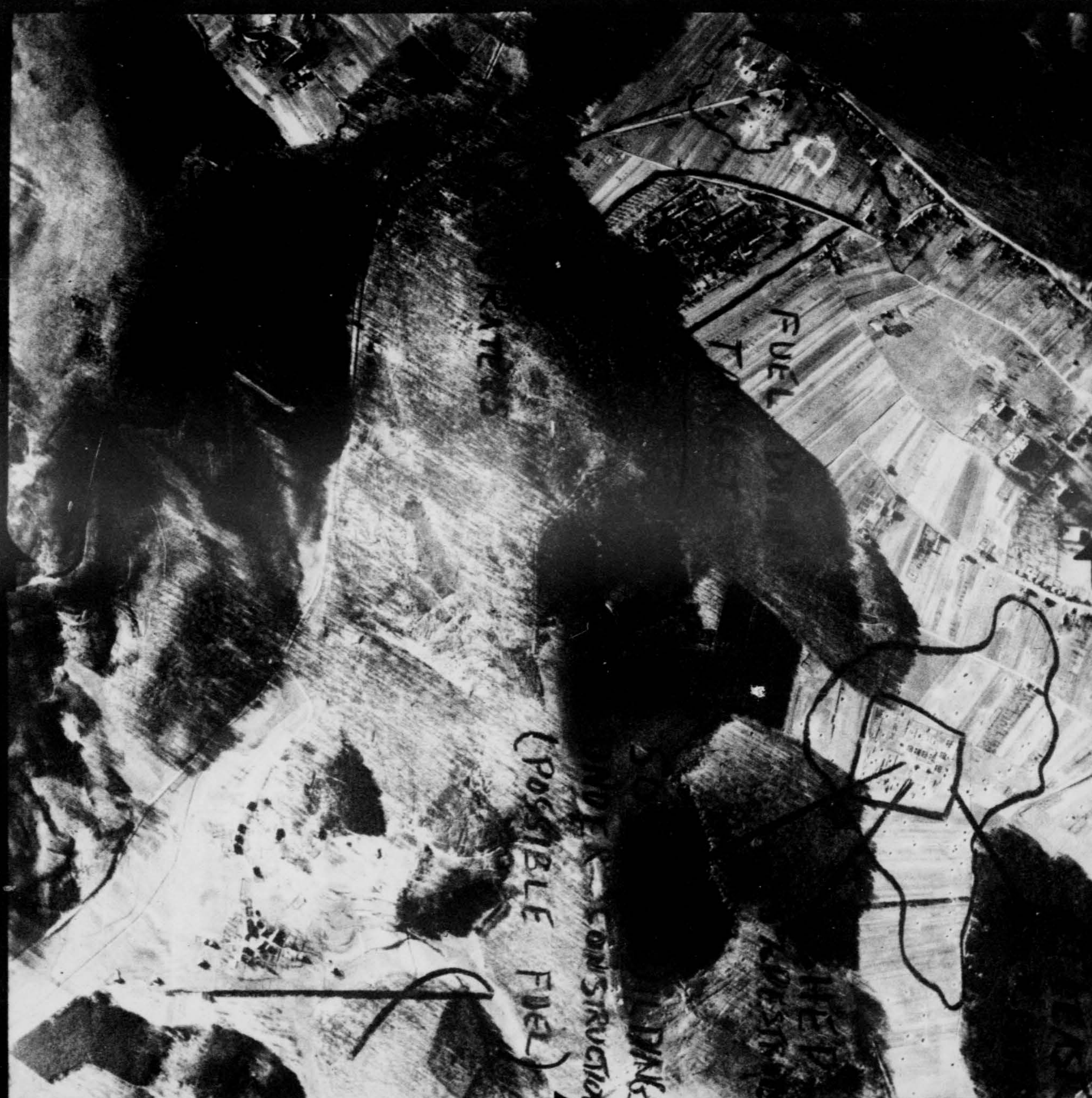
20th P.I.D. at Hq. 10th P.G.

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C O N F I D E N T I A L

HEADQUARTERS 42ND BOMB WING (M)
A-2 Section
APO 374

First Phase Strike Assessment Report

ST. INGBERT AMMUNITION AND FUEL DEPOT AT WL 543759, Germany: (31 BG, FAF/23-2-45/1429 hours/9 AC dropped 66 x 500, .1 x no delay, bombs) (34 BG, FAF/23-2-45/1449 hours/25 AC dropped [illegible] x 500, .1 x .025, bombs)

31 B.G. Photo coverage: Poor
Photo quality: Poor
Time in process and delivery: 45 minutes
Av. time per edited negative: 45 minutes

34 B.G. Photo coverage: Excellent
Photo quality: Good
Time in process and delivery: 3 3/4 hours
Av. time per edited negative: 18 minutes

All bombs of the 31st Bomb Group fell approximately 3200 feet east of the target causing no military damage.

The bombs of one flight started north of and ran into the extreme north end of the depot scoring hits and damaging near misses on several of the sheds. Approximately 80% of the target was left undamaged. The bombs of another flight fell just off the eastern corner of the target. The bombs of approximately one and one-half flights fell 2000 feet east of the target. The bombs of probably one A/C fell north of the target near Hassel[illegible]weiler (WL [illegible]) and at least three A/C dropped south of the target at WL 573661, near Ormesheim; no damage was caused at either place.

Approximately 300 units of rolling stock were present in the St. Ingbert M/Y (WL 544753) at the time of photography. The yard appears completely serviceable.

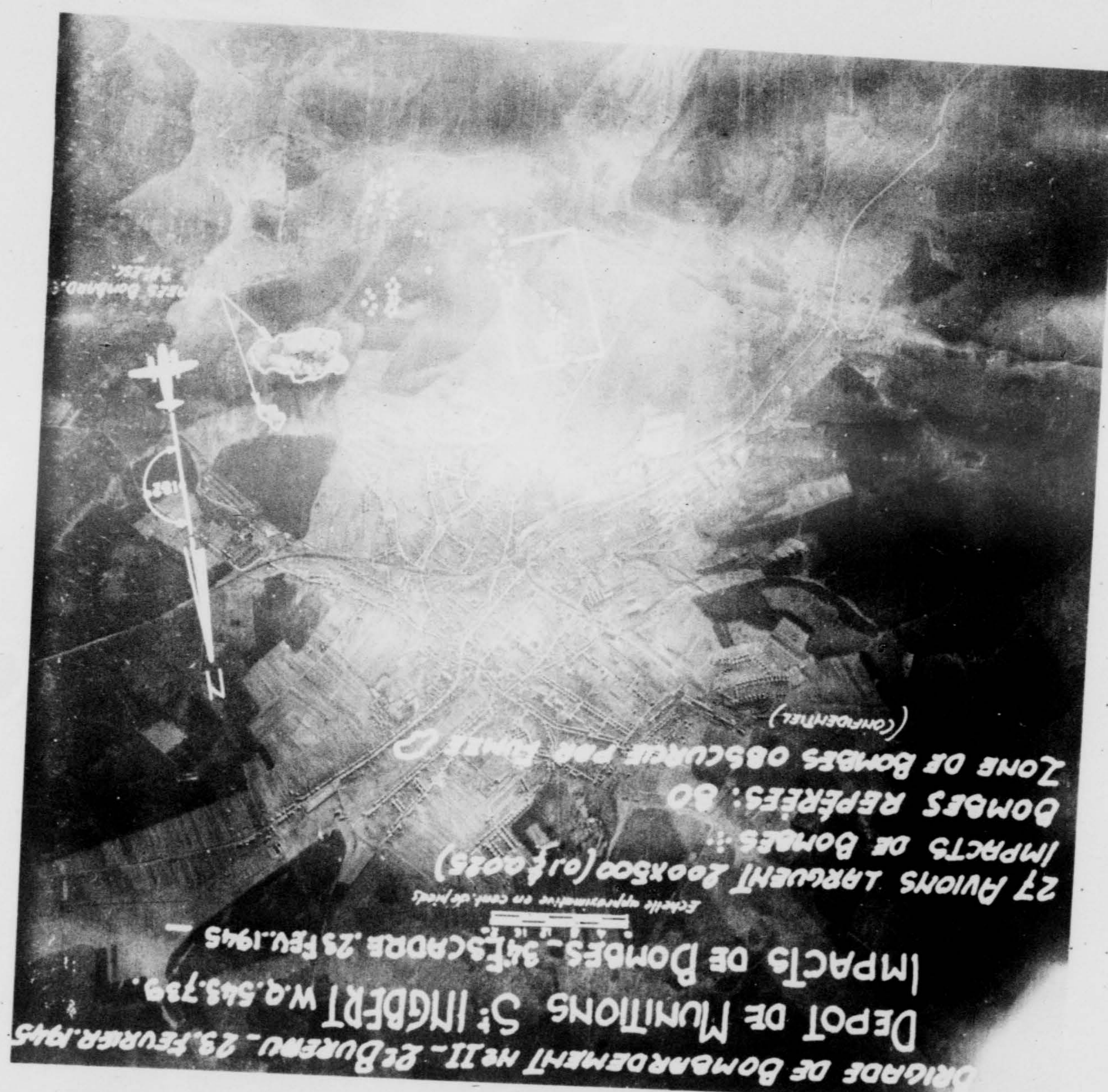
Bomb Fall Plot Issued.

Harter
P.I.Section
2nd Brigade de Bombardement, FAF

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(15/182/660)20 FEB. 45(F/12)(1545A)(6,000') FUEL & AMMO DUMP U654740

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*V2-805 HAUENSTEIN B
(R-081664)
(SUPPLY DEPOT)
10 MAR. - 320 B.G. - 130 X 500 - NRO DUE WEATHER

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M44

3 SUPPLY DEPOT R-088664
PROINTS 3006107. SCALE 1/10,000
COMPLETE COVERAGE ON EXCELLENT QUALITY PHOTOS SHOW NO CHANGE
SINCE COVERAGE OF 28 FEB 45.-US 34/3550

BT 151840A WALKER
AS

CC UNDER B LAST WORD IN PARA IS VISIBLE
UNDER D. WA QUALITY IN FIRST LINE IS PRINTS IMI PRINTS
DEL B1 KKK
LGNT R NR 8 -151930A CAR B1 URMGENT FOR LVCX ONLY

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2728A

LGNT LVCX V LCIK NR 11 OP OP CONFIDENTIAL

FROM : FOUR TWO ~~BOMB~~ WING SIGNED DOYLE MAR DOC 794 101713A
TO : XII TAC ADV, 64TH FIGHTER WING.

CR ------- BT

V2-805

BOOK MESSAGE ::::::::

OPSUM PART ONE AND FINAL DAY ONE ZERO MARCH PD TWO ONE BAKER TWO SIXES OF THREE TWO ZERO GROUP OFF AT ONE TWO ZERO ZERO HOURS TO BOMB SUPPLY DEPOT AT WILLIAM ROGER ONE ZERO EIGHT SIX SIX FOUR PD THREE RETURNED EARLY CMA ONE ENGRG AND TWO SPARES PD ONE EIGHT SORTIES PD ONE EIGHT OVER PRIMARY TARGET AND ONE SEVEN DROPPED ONE THREE ZERO BY FIVE ZERO ZERO DEMOLITION BOMBS ON TARGET AT ONE THREE TWO SEVEN HOURS FROM ONE ONE ZERO ZERO ZERO FEET PD BOMBING DONE THROUGH CLOUD COVER CMA RESULTS NOT OBSERVED PD EIGHT BOMBS WERE SALVOED AT ROGER ONE ZERO SIX FOUR BY AIRCRAFT WITH ENGINE CUTTING OUT PD SIX BOMBS SALVOED IN TARGET AREA CMA HUNG UP PD ONE EIGHT AIRCRAFT RETURNED TO BASE AT ONE FIVE ZERO ONE HOURS PD NO OPPOSITION PD TWELVE PETER FOUR SEVENS PROVIDED ESCORT PD ONE SEVEN GROUP CMA THREE ONE GROUP CMA AND THREE FOUR GROUP CANCELLED MISSIONS DUE BAD TARGET WEATHER PD TOTALS FOR DAY CLN ONE MISSION CMA ONE EIGHT SORTIES PD THREE TWO POINT FIVE TONS DEMO BOMBS DROPPED PD NO CLAIMS CMA NO LOSSES CMA NO DAMAGES PD

BT 101713A
LCIK SENT AT 10/1745A CHERVE AR KKK
LGNT R NR11 0117/// 101745A WJ B1 "O" FOR BOTH

Orig to file
Action A-2
extra copy

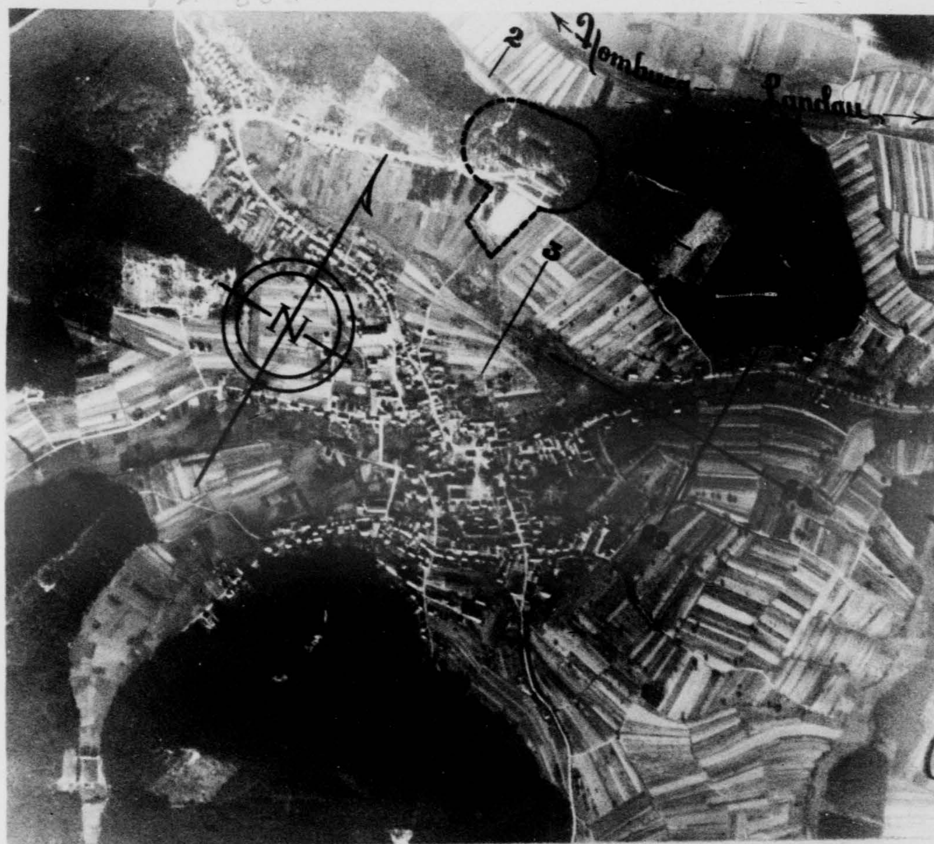
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V2-805



B

McK

CONFIDENTIAL
18 Oct 44
081664

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/T 91

(a) LOCALITY: HAUENSTEIN, SUPPLY DEPOT NORTH OF, (GSGS 4416/V2-R/~~108664~~)
(b) SORTIE: US 34/2639 SCALE: 10,000 F.L. 24"
(c) DATE: 12 Sept.44 HOUR: 1145B
(d) COVER: The target is covered on prints of good quality.
(e) KEY TO ANNOTATIONS:
1. Several warehouse type buildings, some partially hidden by trees, are visible in the area enclosed by the dotted line.
2. A possible railway spur off the Homburg-Landau Rail line is visible at this point.
3. Town of Hauenstein.

ANNOTATED PRINT: 1059

Sortie: US 34/2639-1059,60
Hour: 1145B Date: 12.9.44

CONFIDENTIAL
20th P.I.D. at Hq. 10th P.G.

DISTRIBUTION - SPECIAL

Good location but no mil activity at photo date

0191

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0192

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*VZ-91 HINTERWEIDENTHAL (B)
(WR-008663)
(SUPPLY DUMP

HIT 22 JAN. 1945 6X75 — R-027671 - DEST. BOXES 150' Long
15 FEB. - 50 F.G. 8X500 — R-012669 - DEST. DUMP

23 JAN. 50 F.G. (9LT. T.)

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145.	HINTER-WEIDENTHAL	4416/V.2 (0166)	Ammunition depot in a park near the HINTERWEIDENTHAL STATION. In October 43 dump contained 280,210,105, and 75 mm shells, automatic arms ammunition, AA and A/Tk ammunition.	Oct 43	Fairly reliable Source

H

Fatherland 18

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SORTIE US [illegible] (XII TAC) P I R [illegible] (FIRST PHASE)
SORTI[illegible]
34/3470 TIME [illegible]545A DTE 28 FEB 45 REF NO Y/453 REQUEST NO P-255

A. [illegible]IRF[illegible]: [illegible]ONE COVERED
B. [illegible], [illegible]ILROADS, AND BRIDGES: NONE COVERED.
C. GUN [illegible]SITIONS: NONE COVERED
D. [illegible]SC:
1. (BDA) DUMP AT R-008663 PRINT 3135 SCALE 1/10,000
------------------ COMPLETE COVER ON SINGLE PRINT ONLY
SHOWS AT LEAST 5 CRATERS SCATTERED ~~AROUD~~ AROUND AREA. ONE HIT HAS CUT ROAD LEADING TO DUMP AND ANOTHER HAS POSSIBLY CUT SINGLE TRACK RAILROAD EAST OF DUMP. LARGE QUANITITY OF SUPPLIES NEAR RAILROAD EAST OF DUMP.

WALKER

V2-91

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TARGET NO. V2-91 Return A-2 TYPE: Supply Dump

XII TAC

Source and Date Photo Interpretation 2 Dec 44 COORD: WR 005653

B

Comments:

WINTERSWEIDENTHAL

Small supply dump in deep valley. 6 buildings of various sizes and probable stores in open. Served by a loop road and appears active.

Note: The two areas to the E and NE which could be mistaken for supply dumps, are marked as sawmills on the 1/25,000 maps.

Date sent Photo Center 1 Jan 45

Date returned from P.C. 3-1-45

Date furnished ASC & XII TAC 3-1-45

US34/5134 5034

X-15.2

Dest

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* V2-93 RODALBEN (B+)
F/B (WQ-929713)
(SUPPLY POINT)

16 Jan - 50th - 20x500 in T/A. 5 D/H, no fires 2-0 Warehouses
25-FEB- 358 F.G. - 28x500 8x460 - 8 BLDGS. DEST. NUMEROUS FIRES (BLDGS. REALLY HUTS)
28 FEB. - 324 F.G. - 12x500 5x100 - DEST. 5 BLDGS. STARTED 3 FIRES + DAM. 4 BLDGS. S. OF TGT.
28-2-45 - 358 F.G. - 16x500 8x460 - 2 LARGE FIRES + 4 SMALL ONES - 7 BLDGS. DEST.
~~15 JAN. 50 F.G.~~
1-3-45 - 324 F.G. - 16x500 6x100 - 2 BLDGS DEST. - 4 D/H IN T/A. 6 HITS SOUTH OF TGT.
1-3-45 - 50 F.G. - 6x500 3x260 - NO CLAIMS - TGT. SEEMED DEST.

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D. MISCELLANEOUS:
Q-927713 PHOTO 5002 SCALE 1:2000
-------------------- FLAT PRINTS OF FAIR QUALITY SHOW SIX PARTLY COMPLETED OR DEMOLISHED BUILDINGS IN THE VICINITY. SEVEN OTHER BUILDINGS TO THE NORTH AND WEST OF HIS AREA ARE BADLY DAMAGED A PECULIAR ARRANGEMENT OF PITS OR ~~STLL~~ SLIT TRENCHES IS NOTED. BUILDING MATERIAL IS STILL SCATTERED ABOUT. TARGET AREA WAS COMPLETELY COVERED.

WALKER

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US/34/3321
16/3/45

2. DUMP AT Q-929713 PHOTOS 3014-16 SCALE 1:10,000 US/34/3321
--------------- PHOTOS OF POOR QUALITY AND COMPLETE COVER
SHOW ONE OR TWO HITS IN TARGET AREA CAUSING SOME MINOR DAMAGE
TO TWO WAREHOUSE-TYPE BUILDINGS. ABOUT EIGHT BOMBS FELL
IN TOWN CAUSING MINOR DAMAGE.

V2.93

0202

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34/3470
15:48-28

2. SUPPLY DUMP A Q-929713 ~~BA~~/BDA PRINTS 4147-48 SCALE 1/10,000
---------------COMPLETE COVERAGE FAIR QUALITY PHOTOS SHOW 8 HITS
IN TARGET ~~AREA~~/AREA. PROBABLE BLAST DAMAGE TO 1/4 OF 60X30 FOOT
~~BUILD~~INGS BY TWO NEAR MISSES. PROBABLE BLAST DAMAGE TO 1/5
OF A 60X20 FTOT BUILDING BYA NEAR MISS. NO OTHER DAMAGE.

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5. SUPPLY DUMP Q-520713 PRINTS 3012-13 SCALE 1/10,000

PHOTOS OF GOOD QUALITY SHOW SINCE COVER US 34/3321, 8 JAN 45, FOUR OF THE WAREHOUSE TYPE BUILDINGS HAVE EITHER BEEN DEMOLISHED OR BURNT DOWN, ROOF DAMAGE TO ANOTHER TWO WAREHOUSES AND SEVERAL SMALL HUTS GUTTED. ALTHOUGH THERE ARE SEVERAL NEW CRATERS IN THE VICINITY, DAMGE TO DUMP DOES NOT APPEAR TO BE [illegible] DAMAGE.

1/3/45

- - - WALKER - - -

[illegible]011700A
CORR: UNDER [illegible] IN 2. FIRST WORD IS [illegible]...
SENT [illegible] 1 [illegible]

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9/3/4[illegible] D
93
12[illegible]
1515A

MISCELLANEOUS:
Q-927713 PHOTO 5002 SCALE 1:2000
---------------------- FLAT PRINTS OF FAIR QUALITY SHOW SIX PARTLY COMPLETED OR DEMOLISHED BUILDINGS IN THE VICINITY. SEVEN OTHER BUILDINGS TO THE NORTH AND WEST OF THIS AREA ARE BADLY DAMAGED. A PECULIAR ARRANGEMENT OF PITS OR SLIT TRENCHES IS NOTED. BUILDING MATERIAL IS STILL SCATTERED ABOUT. TARGET AREA WAS COMPLETELY COVERED.

0205

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15 Jan

TARGET NO.______ TYPE:______ COORD:______ B+

Source and Date.______

Comments: RODALBEN B+ B

Date sent Photo Center______

Date returned from P.C.______ X 16 Jan

Date furnished ASC & XII TAC______

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*V2-99 AU-AM-RHEIN (B)
(WR-364394)
(SUPPLY DUMPS)

22 JAN. 358 F.G. 28 X 1000 8 X 100 — 4BTA. GOOD PATTERN NRO
23 Jan " " — 2 X 100 12 X 1000 — no D/H.

14 JAN. (ALT.T.) 371 F.G.

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D. MISC:

1. DUMP AT R-364394 PRINTS 4054--56 SCALE 1/10,000
-----------------PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW NO DAMAGE TO DUMP AT THIS COORDINATE. FIFTEEN HUNDRED FEET SOUTH THERE IS A DUMP OF THIRTEEN SMALL BUILDINGS OF WHICH TWO MAY HAVE MINOR DAMAGE, FROM TWO MISSES IN THE AREA. ONE THOUSAND FEET WEST OF THE DUMP, ONE SHED 110 X 30 FEET HAS BEEN GUTTED, AND ANOTHER SIMILAR SHED DAMAGED BY A NEAR MISS. (US/ZZ 34/3327) ✓ C

2 FEB

-----------WALKER----------

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V2 - 99	2 Feb '45	US34/3327	(a) and (b) undamaged. (c): one of the two huts previously intact now destroyed.

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D. MISC:

1. DUMP AT R-364394 PRINTS 4054--56 SCALE 1/10,000.
---------------- PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW NO DAMAGE TO DUMP AT THIS COORDINATE. FIFTEEN HUNDRED FEET SOUTH THERE IS A DUMP OF THIRTEEN SMALL BUILDINGS OF WHICH TWO MAY HAVE MINOR DAMAGE, FROM TWO MISSES IN THE AREA. ONE THOUSAND FEET WEST OF THE DUMP, ONE SHED 110 X 30 FEET HAS BEEN GUTTED, AND ANOTHER SIMILAR SHED DAMAGED BY A ~~NER~~ NEAR MISS. (US/34/3327).

B C

meek Show via Photo Clerk it comes in.

W A L K E R

BT 052140A
CCN: IN 3. MISC: LINE 7 NEXT TO LAST WORD IS NEAR IMI NEAR.
SENT N.N. AR AR K
PEGY G NR QPMMMMMMMM052325.A CM AR K
LCIK R NR10 052330A LAJ AR K
LGNT R....NR10......05--2330A CB AR K

Orig file
Co-Action-A-2
CO-Action-T/R
CCR BK

Pls return to AG

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Return to A-2

B+

C

TARGET NO. [illegible] TYPE: [illegible] Dumps COORD: [illegible]

Source and Date. Ground Info (22 Dec) & Photo Int. ([illegible] Dec)

Comments:

[illegible]

Ground Info: [illegible]
Photo Int: a. [illegible]
b. [illegible]; [illegible].
c. [illegible]; [illegible], one [illegible].
[illegible] possible exception of "c", all [illegible] active, as shown by [illegible], etc.

[illegible] 3024 (3024)

Date sent Photo Center [illegible]-2-45

Date returned from P.C.

Date furnished ASC & XII T.C

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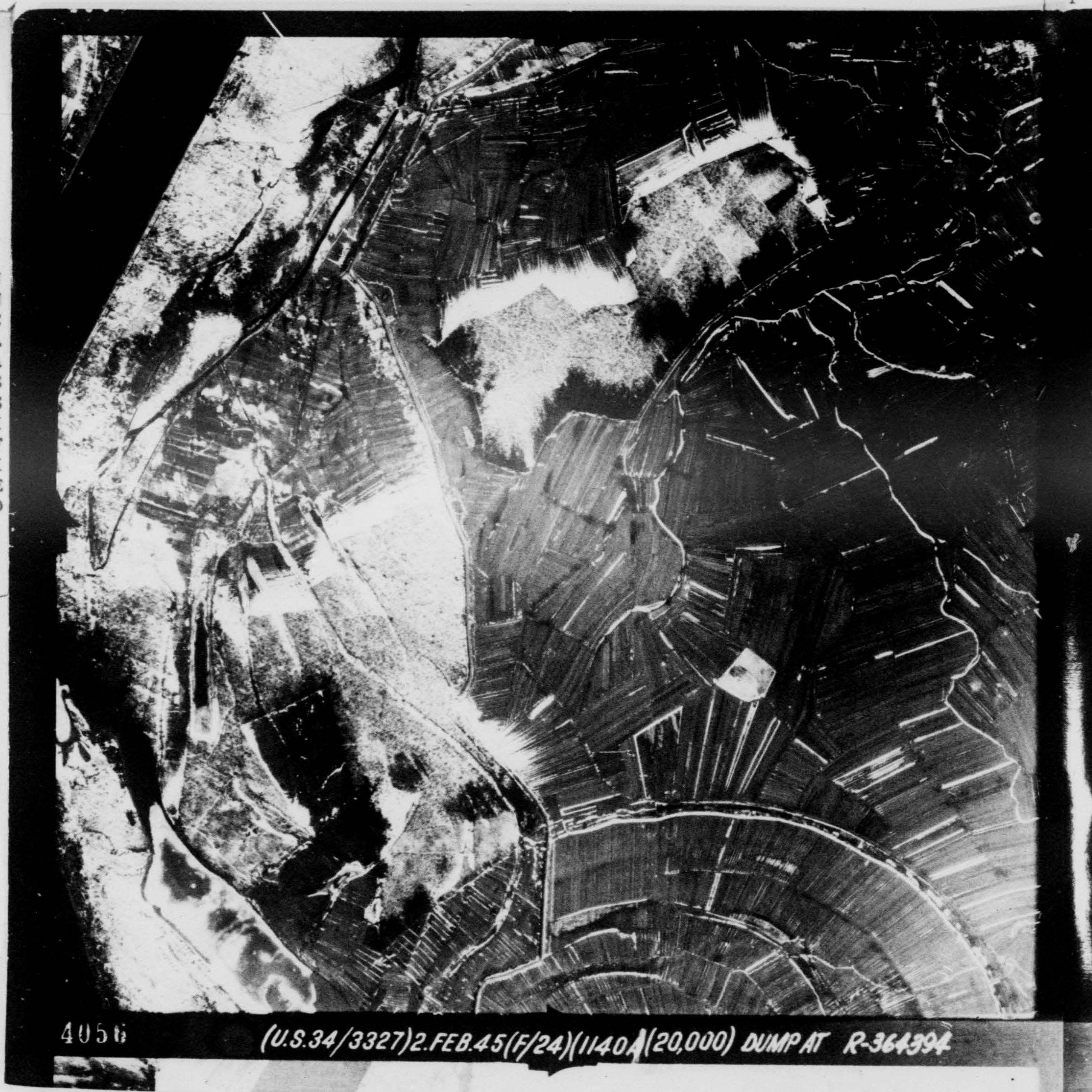


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*VZ-50 S/W. PIRMASENS
(WQ-897658)
(SUPPLY DEPOT)

30 DEC. 50 F.6. 13 X 500 7 X 100 50% DEST.

11 JAN. 42 B.W.
17 JAN. 42 B.W.

0221

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BDA TASK 169Ø, COMMUNICATIONS CENTER 4416/V-2/Q-9Ø466Ø, PRINTS 5Ø18 - 21; 5Ø25-28
COVERAGE SATISVACTORY. SMALL PORTION OF NORTHERN SECTION OF TOWN NOT COVERED. TWO OF THE THREE MAIN ROADS WEST OF TOWN HAVE BEEN BLICKED CENTER OF TOWN BUT THROUGH TRAFFIC IS POSSIBLE BY USE OF DETOURS. AT LEAST NINE (9) OTHER ROADS HAVE BEEN PARTIALLY OR FULLY BLOK// B MAJOR PORTION OF BUILT UP AREA OF TOWN HAS BEEN GUTTED AND AT LEAST FOUR SEPARATE FIRES ARE STILL BURNING.

END

W1-902 U3/31/4432

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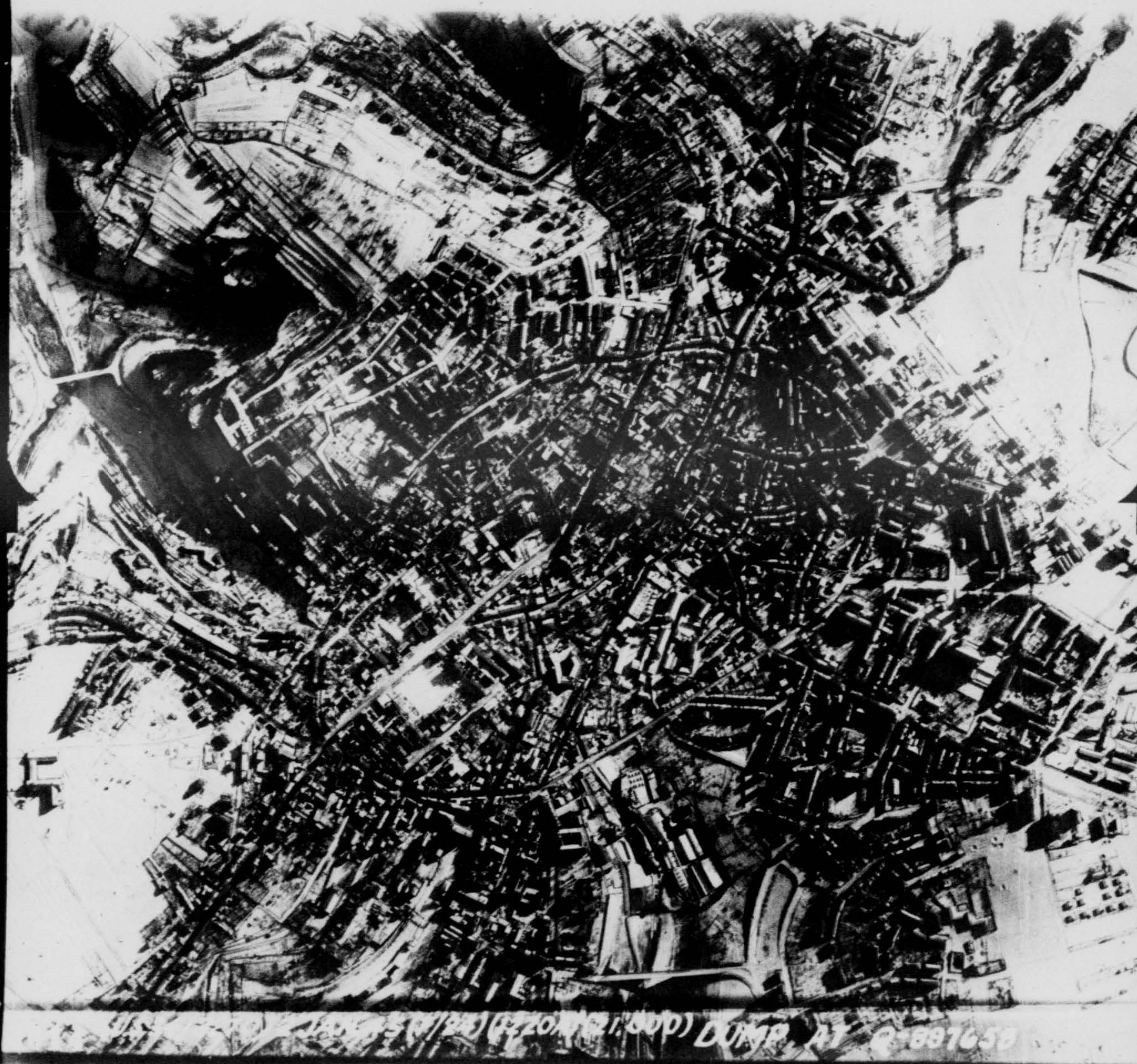
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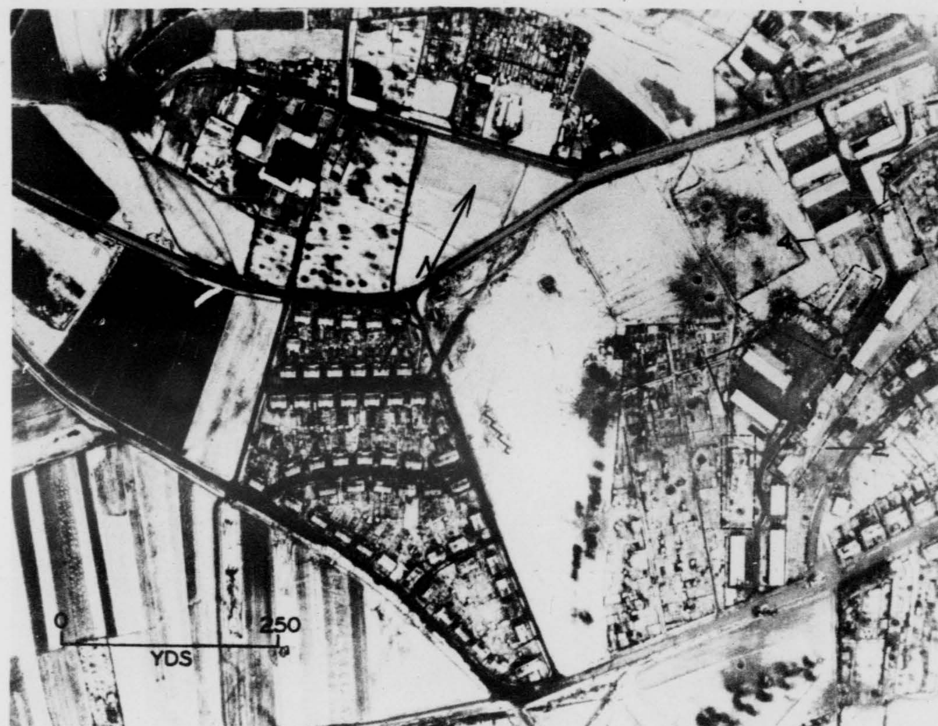


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CONFIDENTIAL
12 Dec. 44

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/D 505

(a) LOCALITY: PIRMASENS ORDNANCE DEPOT (GSGS 4416/V 2 - Q/898658)
(b) SORTIE: US 31/3584 SCALE: 4,500 F.L. 24"
(c) DATE: 17 Nov 44 HOUR: 1100A
(d) PERIOD UNDER REVIEW: This report covers all damage to the target (see US10/T 86) including the damage reported in US10/D 475 which was made from photos taken during the attack.
(e) COVER: The target is covered on prints of good quality.
(f) STATEMENT ON DAMAGE: There have been approximately 26 hits in the target area.
1. Three hits and 5 near misses have destroyed three buildings.
2. Two hits and 1 near miss have destroyed two-thirds of the large building and one-half of the smaller building.
3. Four near misses have severely damaged this building.
4. The end of this building has been destroyed by a near miss.
(g) ACTIVITY: Some track activity is noted but craters in the main road through the depot remain unfilled.

ANNOTATED PRINT: 2068 SORTIE: US 31/3584 - 2068,69
HOUR: 1100A DATE: 17.11.44

almost

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20th P.I.D. at Hq. 10th P.G. DISTRIBUTION NO: 100

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72-64
In vicinity 310474 is a small youth training camp. PW could furnish no details. (Not even whether he meant small camp or small youths.) Source: PWI, eval. C-2, date of info: 7 Dec 44. Extracted from CSDIC MU500, report # 690.

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16 Feb

0230

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* V2-64   WR-311475
(BARRACKS & POSSIBLE HQ.)

14 FEB.   50 F.G.   8X460 - 3 DAM
7 BLDGS. DEST.

(F)

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MO/

. SUPPLY DUMP AT R-317475 PHOTOS 3049-51, 57-56 SCALE 1/10000. --------------------COMPLETE COVER GOOD PHOTOS SHOWS A POSSIBLE DUMP AREA ON THE WEST EDGE OF A LARGE OPENING IN THE BIEN WALD. SIX BUILDINGS HAVE BEEN COMPLETELY BURNED DOWN AND ONE BUILDING ONE QUARTER DESTROYED. FOUR LARGE BUILDINGS ARE STILL SERVICEABLE. TOWN OF BUCHELBERG IN CENTER OF CLEARING HAS BEEN 40 PERCENT DESTROYED BY BOMBING AND BURNING.

--- -WALKER ---

16-2-45
US-34/-3421
50 F.G.

DT172350A
KK
CORR: UNDER D. IN 1 ... 4TH LINE WORD AFTER BUT IS SMALL INI SMALL..
SENT RA AR KK
LCIK R NR 1 AT 18/0825S O R P AR K
RECV R NR 2 180430A / ST AR KKK
LGMT R NR01 180430A R.C. K

P/S RETURN TO AG

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Return A-2

Target No. ________ Type: ________ Coord: ________

Source and Date 2 - 64 Barracks WR 311475

Photo Interpretation 26 Nov.

D

Comments:

Ground Inf: None

13 bldgs appear occupied - either as barracks or Headquarters

Sortie: US 34/3101/4158

44

Date sent Photo Center ________ 1-12-44

Date returned from P.C. 27 November 1944

Date furnished ASC & XII TAC 1-12-44

F/B

X F/B 14-2

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ADDED GROUND INFORMATION FOR THE FOLLOWING TARGETS:

V2-64
An important gas and ammo dump is at the Western entrance to BÜCHELBERG village. 1 Dec 44. (ARGUS 89).

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*VZ-70 WQ-781507
(BARRACKS & SUPPLIES)

HIT ON JAN. 1, 1945
HIT ON JAN. 4, 1945
MAR. 10 - 358 F.G. - 24 x 500 G.P. - 2 BLDGS. DEST. 5 DAM.
12 x 500 G.P. - 1 FIRE.

0237

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[illegible] INFORMATION [illegible]

72-70

Part of Regimental train in Bismark Kaserne, Bitche. (This Kaserne is about 4/5 destroyed.)

xxxxx Falkenstein Kaserne was completely destroyed on about Jan 25. Regt'l trains had been located here and the parts not destroyed were moved to the Bismark Kaserne.

Hindenburg Kaserne in Bitche is reported totally destroyed, PW claims.

Source: Interrogation Report No. 773, Page 2, 4 Feb 45.

Peters = When did we hit Bitche?

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V2-70

Three field kitchens are located in the barracks in vicinity of Q 784506 at BITCHE. The Bismark Kaserne is an ammo dump for 1127 Regt. (CSDIC MU500, Report No. 710, 1 Feb 45.)

Supplies: Co trains in Bitche. According to PWs, trains of several Cos in HINDENBURG and BISMARK barracks in Bitche. Food is cooked in kitchen of Bismark barracks, which is still not destroyed. Located in bldg immediately to the immediate E of entrance, vic Q 78225070. S/A ammo stored in cellar of same bldg. Food stores and supply offices of 559 VGD in bldg between FALKENBERGER and BISMARK barracks, vicinity Q 78145076. PW's state considerable amount of all ammo of all types stored in Fort GITERSBIEL. (see Target V2-106). Source: 100th Inf Div, G-2 Periodic Report No. 76, 31 Jan 45.)

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7TH ARMY

G-2 DISSEMINATION

CLASSIFICATION: SECRET DATE: 5 February 1945

TO: A-2, XII TAC

EXTRACT FROM: 100th Inf Div - G-2 Periodic Report No. 79 - 3 Jan 45

Supplies: 5/1127 VGR, 559 VGD. PW believes Co trains in BI TCHE. Sign at CR in BITCHE (vic Q77985075) directs to "Army Ration Depot Office", and points to CITADELLE in BITCHE.

Supplies: Bn supply trains in houses vic Q78444340. - Unit: 11/11 SS Mountain Regt "REINHARD HEY DRICH", 6 SS Mountain Div "NORD".

5/1126 VGR, 559 VGD

Supplies: Co trains, according to PWs, in VINNINGEN Q8662.

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Supplies: Co trains in BITCHE - according to PWs, trains of several Cos in HINDENBURG and BISMARK barracks in BITCHE.. Food cooked in kitchen of BISMARCH barracks, which is still not destroyed. Located in bldg immediately E of entrance, vic Q78225070. S/A ammo stored in cellars of same bldg. Food stores and supply offices of 559 VGD in bldg between FALKENBERGER and BISMARCH barracks, vic Q78145076. PWs state considerable amount of ammo of all types stored in FORT OTTERBIEL. Regtl trains of 1127 VGR in GERSBACH Q8667.

32B

V2-70

P.R #76-31 JAN.45
2/2/45

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HEADQUARTERS SEVENTH ARMY
G-2 SECTION
IPW

INTERROGATION REPORT #742, Page 2

25 January 1945

Staple to Bitche Photo That dawn Bitche

PREAMBLE: The PW, an Austrian deserter just finished a 10 months sentence in DACHAU for an anti-nazi statement to a comrade who turned him in to the Gestapo.

LOCATIONS:

CP 1126 VGR at the HINDENBURG Kaserne in BITCHE.

Regtl Ration Dump 1126 VGR in HINDENBURG Kaserne in BITCHE.

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V2 - 70	14 Jan '45	All bldgs very active; also the nearby Citadel. No damaged visible.	US34/3299

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V2-70
PW reports cellars of FALKENBERGER KASERNE in BITCHE (783508) are being constantly used as quarters for troops. (IPW Report No. 64, 19 Jan 45)
On 18 Jan 45, 1127 VGR of 559 VGD in the Citadel in BITCHE. (IPW Report 729 20 Jan 1945.
COMMENT: The Citadel reffered to above, is located immediately SW of the area targeted in Bitche. On Jan 18, trains for ~~2nd and~~ 8th Cos of 1127 VGR of 559 Div in the Bismark barracks in Bitche. Food for the entire II/1127 was prepared in Bismark barracks in Bitche. From here the food was taken on HD vehicles to SCHMISSECK approx 2 miles N of Bitche. Trains from various Cos assembled here every night at 1800 hrs to obtain their rations. Replacements while in Bitche usually remained at the FALKENSTEIN KASERNE. (Source: IPW Report No. 729, 20 Jan 45.)

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Sold H to Bya XX

B+

7TH ARMY

G-2 DISSEMINATION

Nett

CLASSIFICATION: SECRET **DATE:** 19 January 1945

TO: A-2, XII TAC

EXTRACT FROM: 100th Inf Div - G-2 Periodic Report No. 62 - 17 Jan 45

Armor: Civilian saw 12 German tanks, painted white, passing through BITCHE, on their way, he believes, to the tank repair workshops in HAMVILLER (7956) and WALSCHBRONN.

Trains: Civilian stated that one supply train that had been located in BITCHE had been attacked by our fighter-bombers and forced to move to the town of KROPPEN. He further asserted that there are many Russians and Poles working with these supply trains. The houses at 777508 also house supply trains and the personnel.

V2/Q-777508 — BITCHE

District party-leader Blum from SAARGEMUND is housed in the Hotel Metz (77405035) and the Gestapo live in the cellar of the house next door.

Photo-V2-70

425813

Annex this to Foto.

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WINDEN (8 miles SOUTH of LANDAU)	4416/V2	Four large oil tanks caught fire on being machine-gunned by low fliers (probably near the railway station.	Probably reliable ground source (17 Dec. 44.).

Comment: A depot had been reported at 278563 (in 1941).

11

G-2 SHAEF
O-I Sub-Division.

SECRET.

Photo V2-71

Fatherland
15 23 Jan

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* V2-71- WINDEN
(WR-2785-63)
(FUEL DUMP)

26 DEC.	358 F.G.	30 X 500 360 X 20	
27 DEC.	50 F.G.	8X500 2X100	3 BLDGS. DEST.
24 JAN.	358 F.G.	14X500 GP 12X500 I.B.	GOOD CONC. 4 D/H ON BLDG. 1-2 BLDGS.

HIT 14 JAN. 1945

11 JAN. 358 F.G. (ALT. T.)

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V2 - 71	14 Jan '45	b) 1 large bldg badly damaged, others less so. No activity.	US34/3303

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ADDED GROUND INFORMATION:

V2-71, Item "b"

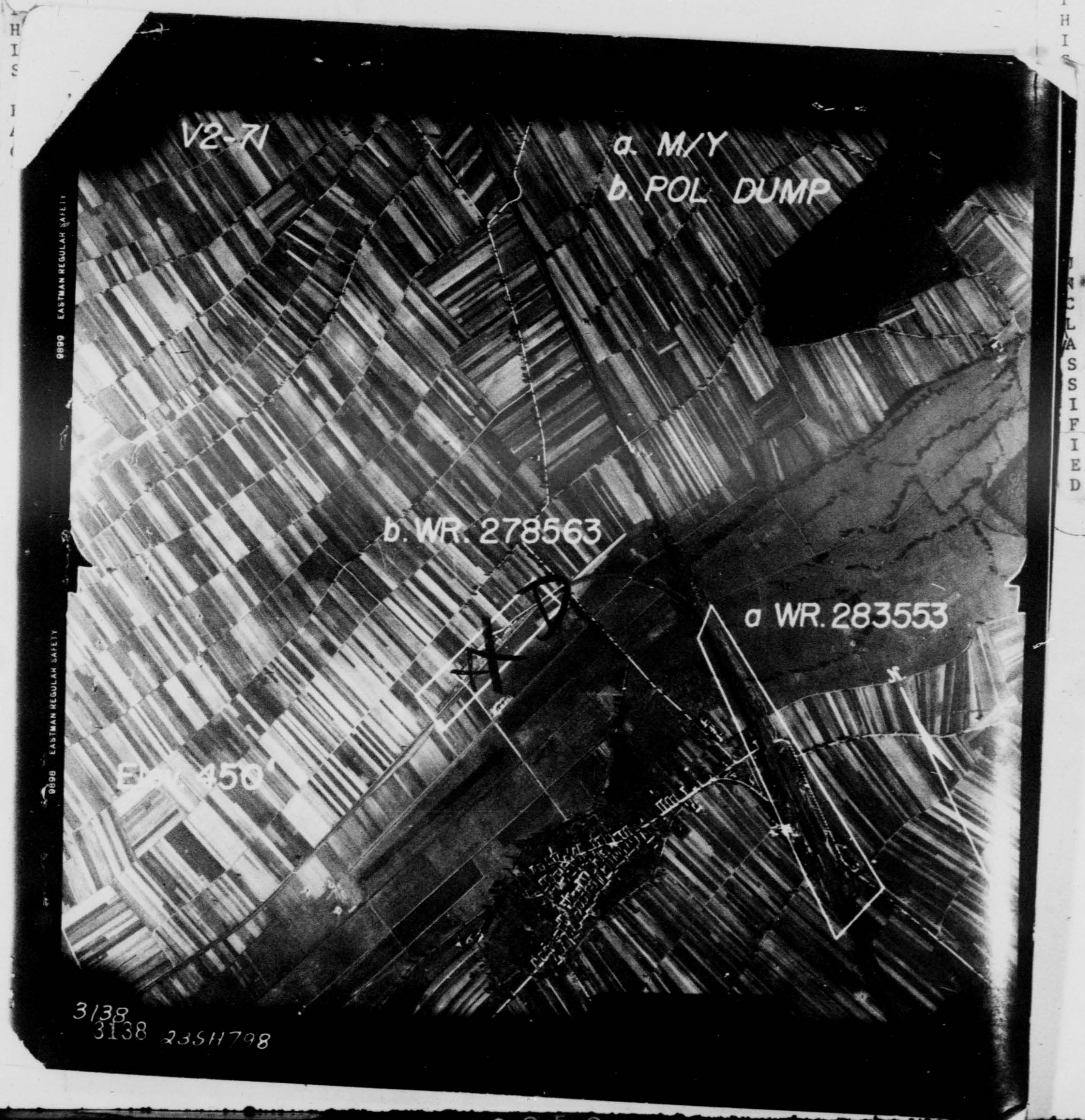
Four large oil tanks caught fire when machine-gunned by lowing flying aircraft (probably near the RR station). (ARGUS No. 93, quoting a probably reliable source dated 17 Dec 44.)

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WINDEN (8 miles SOUTH of LANDAU)	4416/V2 278563 ✓	A P.C.L. depot in the SIEGFRIED Line. Comment: This confirms previous information from another source.	From a PW (1941).	H Fatherland 4 Jan

P V2/R 278563 ... V2-71

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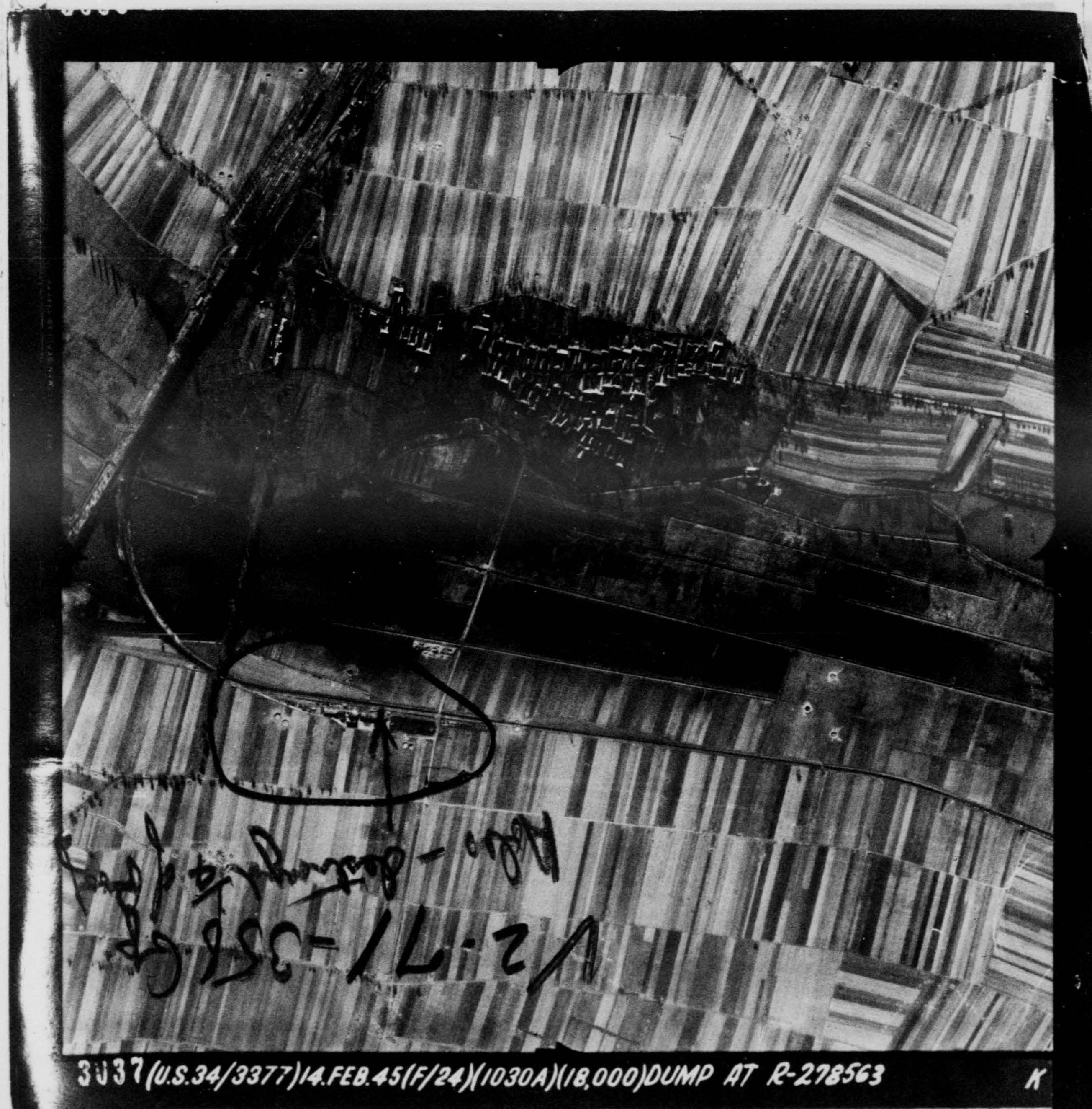


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U 1 - 47	28 Feb 45	US34/3473	CANCELLED; only 2 bldgs. still intact.	9

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DUMP AT GOTTELBORN Q-498823 PRINTS 3107-08 SCALE 1:10,000
-------------------------- PRINTS OF VERY POOR QUALITY AND
US/34/3469 COMPLETE COVER SHOW AT LEAST NINE NEW HITS IN TARGET AREA SINCE
COVER US/34/3433. "T" SHAPED BUILDING ALMOST DESTROYED. ADDITIONAL
15.15 hrs DAMAGE TO BUILDING HIT PREVIOUSLY. QUALITY OF PRINTS MAKE DEFINITE
28/2/45 STATEMENT IMPOSSIBLE BUT THERE APPEARS TO BE ONLY TWO UNDAMAGED
SHEDS IN THE ENTIRE DUMP.

--------------WALKER------------

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*U1-47 GOTTELBORN F/B (B+)
(WQ-498833)
(SUPPLY)

14 FEB. - 358 F.G. - 18X500 - 15 HITS IN T/A. 2 BLDGS. DEST. 4 BLDGS. DAM. ALSO STRAFFED

23 FEB. - 50 F.G. - 16X500 8X460 - 5 BLDGS. DEST. NO FIRES. DUMP DAM

23 FEB - 358 F.G. - 14X500 8X460 - 11 BLDGS. DAM. BY FIRE + 2 BLDGS. DAM BY STRAFFING

10 FEB. 50 F.G.

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P

34/3433
22-2-45

DUMP 2-4SE223 PHOTO NO 4192-94 SCALE 1/10,000
COMPLETE COVER ON FAIR PHOTOS SHOWS SIX CRATERS WITHIN THE
TARGET AREA. ONE RECTANGULAR FRAME BUILDING HAS A DIRECT HIT IN
ITS CENTER. TWO OTHER BUILDINGS HAVE HITS DAMAGING A CORNER OF
EACH. BLAST DAMAGE HAS PROBABLY DAMAGED ANOTHER BUILDING.

WALKER

DT 231605A

[illegible] 22 KNNK
LCIK [illegible] AT 231817A JLL [illegible] K
LCWT [illegible] 23-1817A [illegible]
LVDM [illegible] 231817A [illegible] K

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J-1
300930

XI TAC

D

S E C R E T

HEADQUARTERS SEVENTH ARMY
Office of the A.C. of S., G-2
G-2 Translation Section
APO 758 US Army

29 January 1945

9

<u>OSS Report dated 22 January:</u>

Subject: XTP
Source : 26.001
Value : B/2
Date- : 21 December 1944

Herman

The Germans are using the tunnel located on the railroad between [illegible] and [illegible] (15 kms northeast of SARREGUEMINES) to shelter a V-1 launching platform. The tunnel is about 1,600 meters long, beginning 300 meters from the [illegible] station and ending at the [illegible] station.

Information has been sent to CIC in SARREGUEMINES and to 7th Army.

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XII TAC

TARGET NO. U1-47 TYPE: Supply COORD: WQ 498833

Source and Date. Photo Interpretation Dec 26, 1944

Comments: GOTTELBORN

PHOTO INTERPRETATION: 13 supply type bldgs. located along a good road. The great amount of track activity indicates that it might be used as an M/T repair point. Very active. Cover of Jan 15 shows area to still be quite active.

US34/3215 4143

F/B

Date sent Photo Center 23-1-45

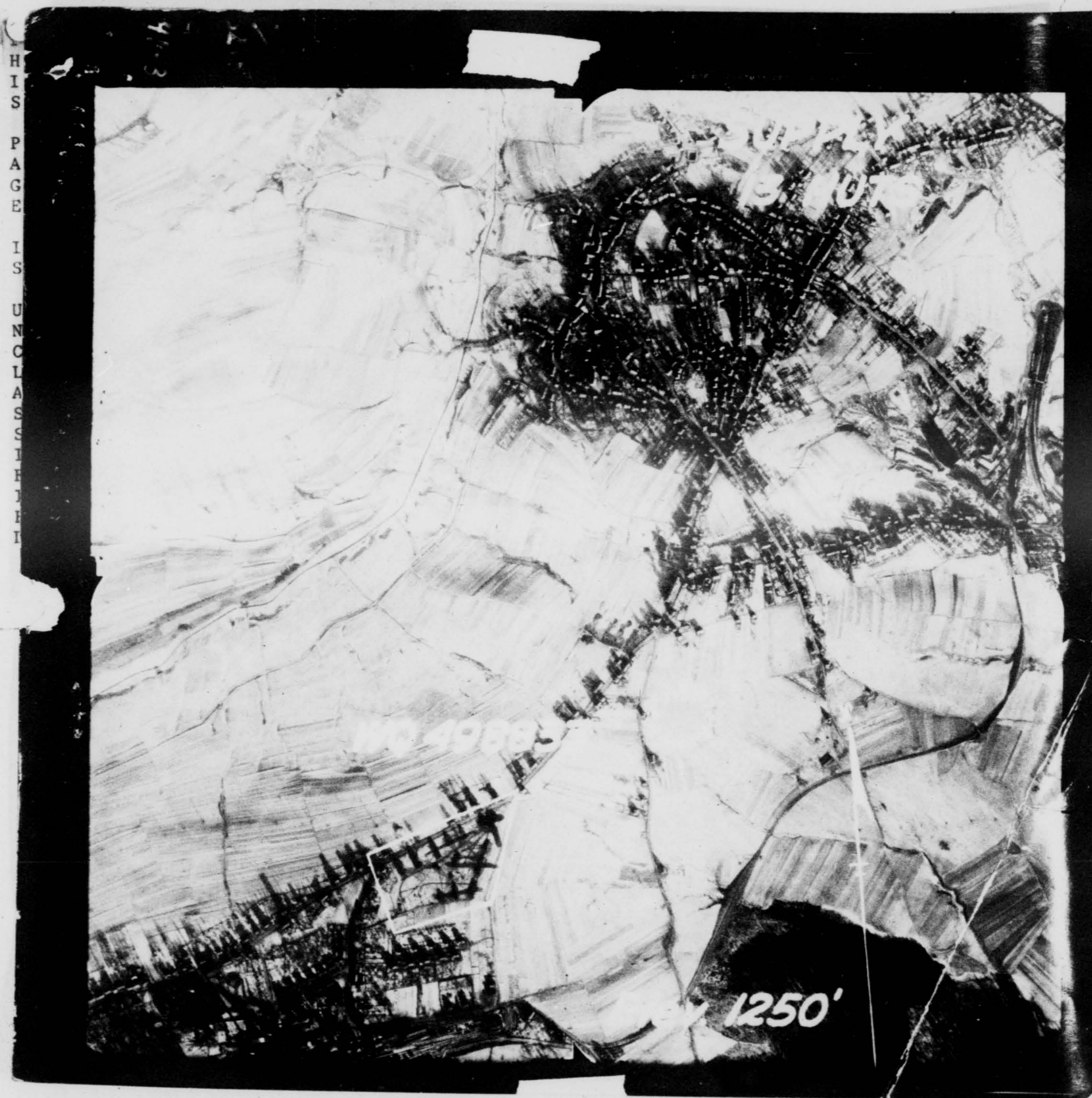
Date returned from P.C. 24-1-45

Date furnished ASC & XII TAC 24-1-45

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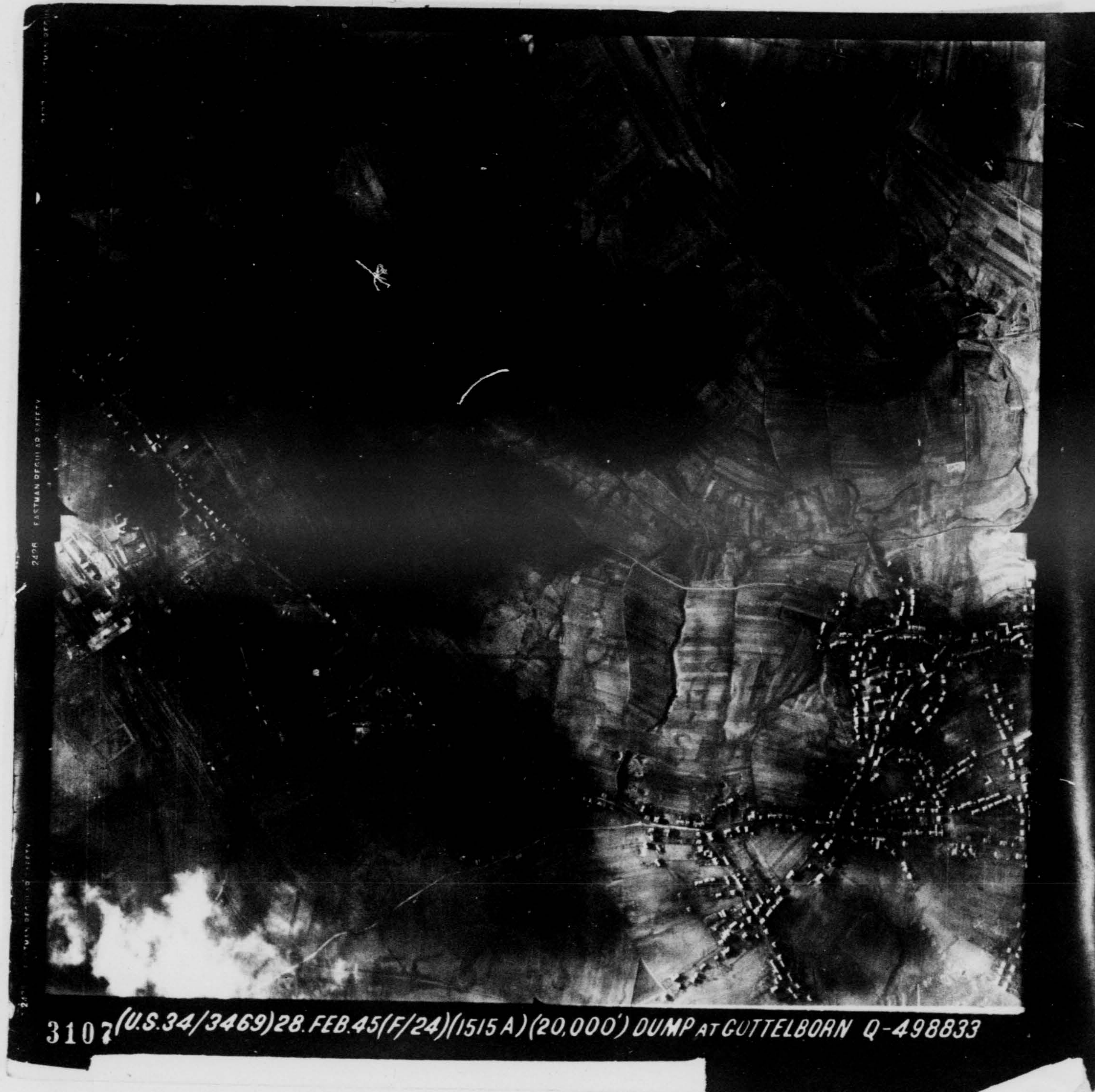
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3107 (U.S.34/3469) 28.FEB.45 (F/24) (1515 A) (20,000') DUMP AT GUTTELBORN Q-498833

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2. PHOTO 5034 Q-616855 AND Q-625659 ---------- NUMEROUS BOMB CRATERS. TARGET FOR BDA UNDETERMINED. MAY HAVE BEEN JETTISONED BOMBS; MAY HAVE BEEN SHELLFIRE.

---------- WALKER ----------

TO: A-2 Target section

Be sure Ops get these reports & pictures — both! DM
16-2-45

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*U1-49 WELLE * WEILER F/B (B+)
(WQ-628836)
(M/T SHOP)

14 FEB. 371 F.G. - 16X500 - 8X75 - 3 HITS DESTROYED 4 BLDGS. 3 FIRES STARTED ABTA - 20/H ON N BLDGS. - 1

14 FEB. 358 F.G. - 22X500 2X460 - BLDG. DEST. 1 BLDG. DAM.

20 FEB. 358 F.G. - 6X500 - 1 BLDG. DESTROYED

10 FEB. 50 F.G.

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XII TAC

TARGET NO. U1-49 TYPE: M/T SHOP COORD: [illegible] 628836 C

Source and Date. Ground & Photo 31 Jan 45

WELLE WEILER

Comments: GROUND: Tank sheds at Welle Weiler ([illegible]6383). Red brick sheds have been constructed 50 meters from the last house in the town at 20 meter intervals along the edge of the road [illegible] 6384, where the road curves. The tank sheds are constructed in blocks capable of holding 5 or 6 tanks per block. There are 4 such blocks spaced as indicated. 2 Mk IV Tanks were observed leaving the sheds on 20 Jan. OSS, B-2, 20 Jan 45. PHOTO INTERPRETATION: Confirms the OSS Report. Two bldgs. instead of 4, but location was correct. Study of the area revealed these 2 bldgs. as an M/T or tank repair shop. Good scale photos of US34/3110, 4050-59 of 15 Jan. show approx 30 M/T and trucks parked around bldgs. Extensive track activity. Possible 1 tank in area.

Date sent Photo Center 1-2-45

TURN OVER

Date returned from P.C. 2-2-45

Furnished ASC & XII TAC 2-2-45

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H1

10. In WELLESWEILER there is a factory at Q-625836 topped by a large overhanging roof with an overhang of 20 meters. 40 -- 45 military trucks were sheltered by this roof. Surrounding entire outer court and the row of good trucks is a ring of junked trucks.

7th A G-2, Info 11 Feb - B-2 ... 11-49-113

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Mac

M/T DEPOT Q-628836 PRINTS 4102-4104 SCALE 1/10,000 U1-49

COMPLETE COVER ON FAIR PHOTOS SHADOW COVERED SHOWS A POSSIBLE M/T DEPOT AT EXACT COORDINATES GIVEN TO BE ALMOST TOTALY DESTROYED. THERE ARE THREE BUILDINGS BETWEEN MAIN /ROAD AND R.R. TRACK, TWO OF WHICH HAVE BEEN PRACTICALLY DEMOLISHED. MAIN XXXXXX WEIGHT OF ATTACK APPEARS TO HAVE FALLEN DIRECTLY ON TARGETS.

21-2-45
25/34/343

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115

12- 368 GP 396 SQ ATK BARRACKS Q-628767 1403 1425 1545 1614 12 P-47-0
24X5 GP EFF. 4 GP ON 30 BOXCARS M-1208: 6 CARS DES, RAILS CUT. 16 GP
ON 2 TRAINS OF 40 CARS M-2117: 2 DIRECT HITS, 1 LARGE EXPLOSION: 13 CARS
DES. STRAFED, DW/ DES 1 A/V L-4414. 4 GP DROPPED IN OPEN FIELDQ-6376 TO
AVOID HITTING HOSPITAL MARKED WITH RED SQUARE ON WHITE CIRCLES.

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*W1-53 KIRKEL
(WQ-628769)
(AMMO & BARRACKS)

13 MAR. - 368 F.G. - 24 x 500 G.P. - N.R.O.
13 MAR - 320 B.G. - 136 x 500 - EXCELLENT BOMB PATTERN.
15 MAR. - 358 F.G. - 16 x 500 G.P. 8 x 550 NAPALM - 17 BTA - NO EXPLOSIONS

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KIRCEL (13 miles ENE of SAARBRÜCKEN)	GSGS 4416/U1/ 630770	Army POL Dump consisting of many stacks of 20-30 200-litre drums in a wooded area. Traffic: A large number of trucks come to load petrol. Comment: This confirms FATHERLAND NO. 17 APPENDIX 'C', page 3 although the pinpoints are different. A captured document dated 11 January 1945 (quoted in ARGUS NO. 103, Appendix I) mentions an Army Ammunition Dump at KIRCEL, and an Army POL Dump at LIMBACH. One LIMBACH being at 6679 (3 miles NE of KIRCEL), it is likely that the woods between LIMBACH and KIRCEL are the location of the Army Petrol Dump indicated under both names.	From a PW (Supply Company of 416 Infantry Division) (1 Jan 45).

4

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13-3-45.
1650 A

2. AMMO OR FUEL DUMP AT Q-628769 PRINTS 3182-84 SCALE 1:10,000
---------------------------- COMPLETE COVER FAIR PHOTOS SHOWS FIVE OF THE ELEVEN BUILDINGS IN AGEA NEARLY DEMOLISHED. THESE FIVE BUILDINGS HAVE BEEN DESTROYED BY FIRE AND ARE STILL BURNING AND SMOKING. SMOKE OBSCURES AREA A ON TARGET PHOTO U1-53. THERE ARE SCATTERED BOMB CRATERS IN THE AREA.

U1-53

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U/620964 [illegible] W1 53456

Kirkel - POL picked up at RR Station.
44 + 66 gal. drums filled + loaded in Div. trucks.
Info: PW, VGD 416, end Dec '44

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U1-53

POL Dump: Mirkel (U1--630770)---Army POL dump consisting of many stacks of 20-30 liters drums in a wooded area. A large number of trucks come to load petrol. (Source: ARGUS # 106, 16 Feb 45, from PW of Supply Co., 416 Inf Div. .

Comment: This wooded area is part of target U1-53. Previous report stated ammo stored there.

7th Army
G-2 (Air), Target Section

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FIRST PHASE PHOTO INTERPRETATION REPORT NO 993 10 th Photo Gp

A. US 31"/4288 1730A 28 FEB 45

B. PR/19/01/01, KIRKEL, POSSIBLE FUEL DUMP, 4416/U-1 Q-630700, PRINTS 2012-14.

POSSIBLE FUEL AND STORAGE INSTALLATION AND CLEARING IN WOODS AT Q-6227 UNIDENTIFIED MILITARY INSTALLATION LOCATED AT Q-626768 CONSIST NG OF THIRTEEN (13) WAREHOUSE TYPE BUILDINGS. SIMILAR INSTALLATION APPEARS ON TARGET REPORT IX TAC T-397

Photo U1-53

D ----END WALTERS----

BT [redacted] 282250A
AS
MR AR
LGNT R...........L 01/0105A HF [redacted]

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XII TAC

TARGET NO. U1-53 TYPE: Ammo & Barracks COORD: WQ 625769

Source and Date. GROUND INFORMATION (16 Feb) & PHOTO INT (16 Jan)

Comments: KIRKEL

B#

M/B

GROUND INFORMATION: Inf howitzer and artillery ammo dump at 633770. Source: [illegible], [illegible] Inf Div, G-2 Periodic Report No. 116, 16 Feb 45.

PHOTO INTERPRETATION: Area "A". Along road which shows much track activity, are dispersed revetments. One M/T seen parked on road. Note: There have been numerous ground reports of ammo dump in this forest. An area approx 2 miles to the W, has also been targeted as an ammo dump. Ref. Target U1-43 and U1-44. Area "B": Only two of the 11 bldgs in this area appear to be used. Light track activity seen leading to these 2 sheds.

Date sent Photo Center 20-2-45

Date returned from P.C. 25-2-45

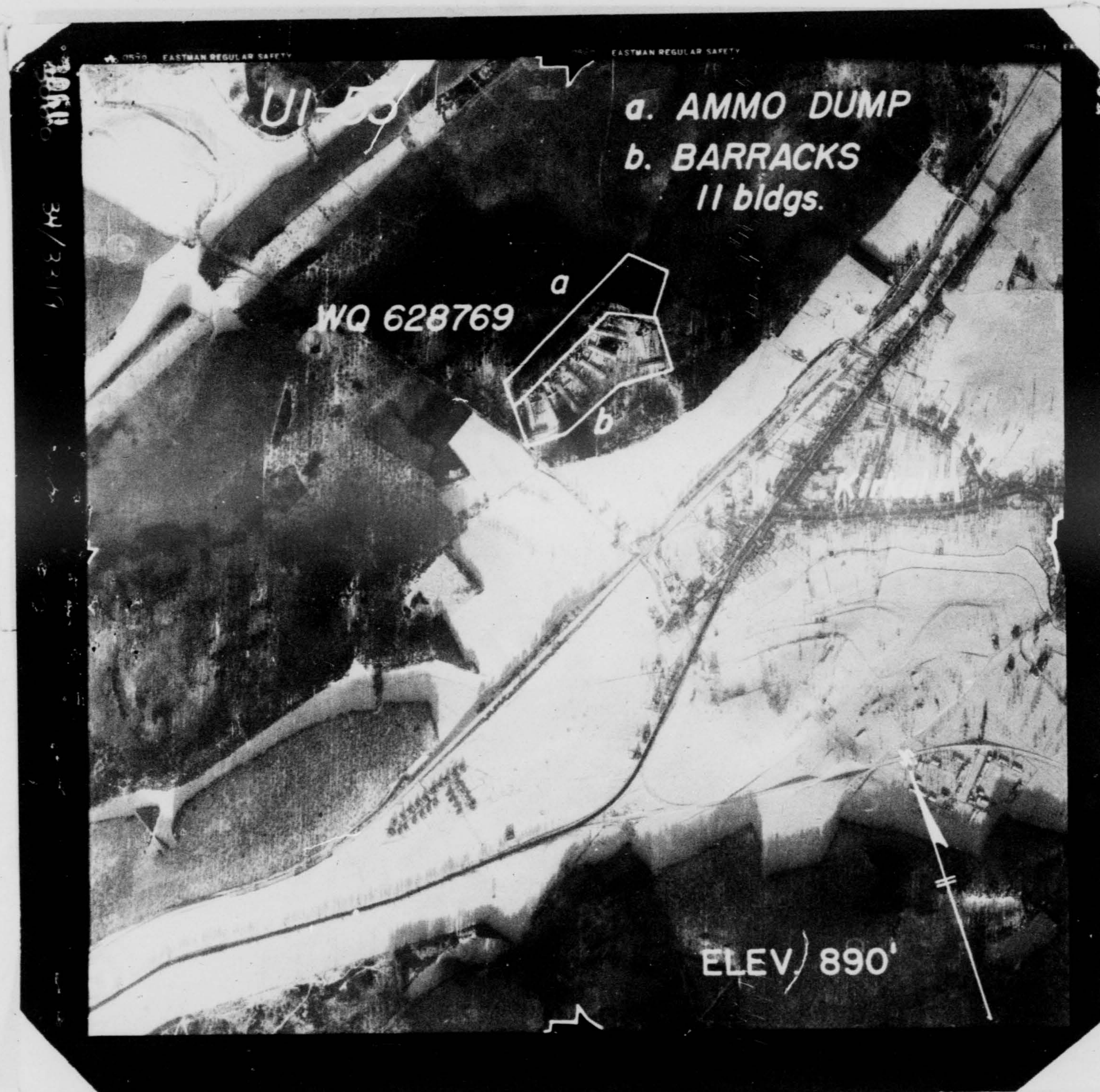
Date furnished ASC & XII TAC 25-2-45

US34/3319 3060

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2 March 45

CONFIDENTIAL

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/T 534

(a) LOCALITY: KIRKEL BARRACKS (GSGS 4416/U1) SORTIE SCALE: 10,000
(b) SORTIE: US 31/3091 - 10[illegible]-04 ANNOTATED PRINT: 1003
(c) TOT: 7 Oct 44, 1145A F.L.: 24"
(d) COVER: The targets are covered on prints of excellent quality.
(e) KEY TO ANNOTATIONS:

A. At Q/628767 are 15 unidentified buildings (probably barracks) 3 of which are still under construction. The 7 buildings which are connected measure 220 x 40 feet. Later cover (28.2.45) show 8 buildings are connected. The buildings are not road served. (See request PR/19/01/01).

B. At Q/632754 is a barracks area containing 25 small barracks type buildings. On cover 28.2.45 some M/T activity is noted. The eastern group of buildings are road served but do not appear to be used for supply.

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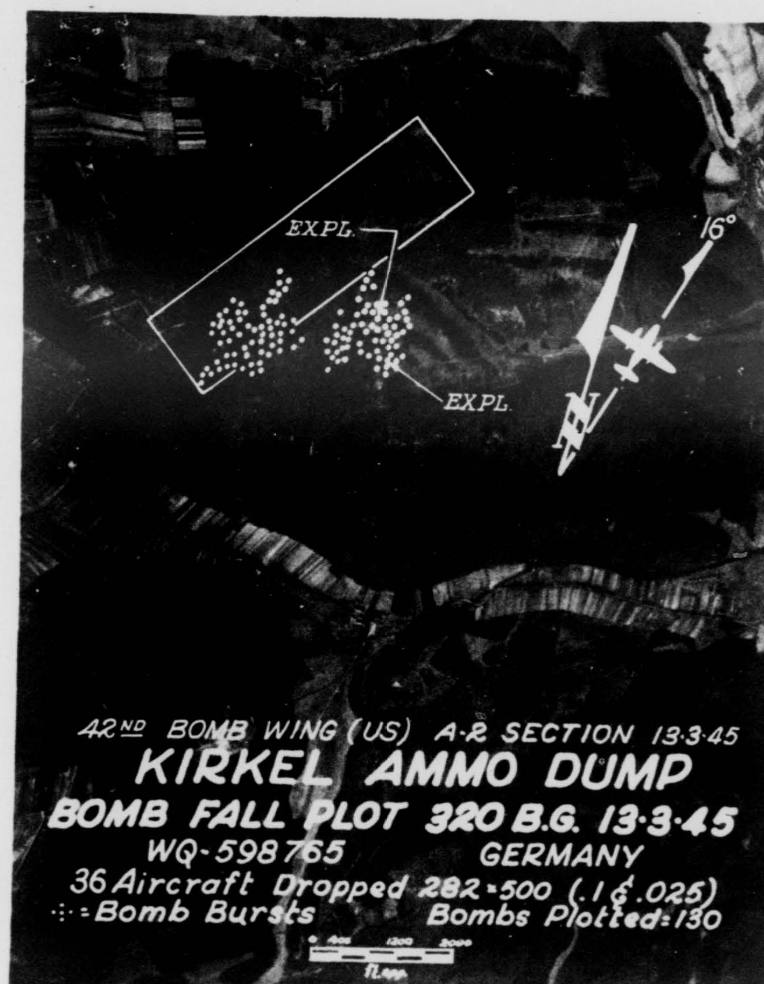
20th P.I.D. at Hq. 10th P.G.

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*VZ-139 FORT LOUIS
(WR-238225)
(C.C.P.)

15 MAR. - 50 F.G. - 16X500 RDX / 4X260 FRAGS - 2 BLDGS. (AREA "A") DEST. / 3 BLDGS. (AREA "B") DAM.
15 MAR. - 27 F.G. - 16X500 G.P. - WHITE SMOKE TO 1,000' / N.K.O.
15 MAR. - 86 F.G. - 16X500 G.P. - 2 BLDGS. DAM. DUST OBSCURED TGT.
15 MAR. - 86 F.G. - 8X750 NAPALM / 8X500 G.P. - DEST. 3 BLDGS. DAM. & STARTED FIRES

INT. 15 MAR. - F/B

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TARGET NO: V2-139 TYPE: CP 905 Mob. Div COORD: A. MR 238225
B. MR 235226

Date of Latest Photos Interpreted: 23-2-45 Locality: FORT LOUIS

Source & Date of Ground Info: 7th Army IPW Interr. Report No. 372, 3-3-45

Targeted on Sorties: US34/3453 Print: 3059

GROUND INFORMATION:

PW reported to the CO of Maj. Schmitt in Drusenheim and overheard a telephone conversation to the effect that the CP of the 905 Mob Div is located at Fort Louis.

VI Corps also reports CP in Fort Louis.

PHOTO INTERPRETATION:

Positive pinpointing is impossible from available information and photos. The two areas targetted are the most likely sites for a CP at Fort Louis.

Area "A": One large three-wing bldg, masonry.
Area "B": Several large bldgs. and considerable track activity.

SECRET Distribution Date: ________

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* WI-72 PUTTLINGEN
(WQ-388764)
(C.P.)

15 MAR. - 50 F.6. - 5X260 FRAGS. 16X500 TNT. - 2 BLDGS. DEST. ABTA. DEST. 3 BLDGS.
15 MAR. - 50 F.6. - 16X500 RDX. -
15 MAR. - 50 F.6. - 16X500 RDX - 6X260 FRAGS. - 2 BLDGS. DEST. LARGE RED EXPLOSION - 6
15 MAR. - 50 F.6. - 14X500 RDX. - BLDGS. DEST.
15 MAR. - 50 F6 - 16X500 RDX 8X260 FRAGS - COMPLETELY DEMOLISHED C.P.'S.
15 MAR. - 50 F.6. - 8X500 G.P. 4 NAPALM - C.P. DESTROYED

INT. 15 MAR. F/B.

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TARGET NO: U1 - 72 TYPE: CP 347 Inf Div COORD: a. WQ 388764
b. WQ 392763

Date of Latest Photos Interpreted: 22-2-45 Locality: PUTTLINGEN

Source & Date of Ground Info: XXI Corps, 12-3-45.

Targeted on Sortie: US34/3433 Print: 4066

GROUND INFORMATION:

CG and Staff of 347 Inf Div live in houses at Q 38847644 but CP is in Victoria Mine at Q 39287630. (XXI Corps, Signal)

PHOTO INTERPRETATION:

Area "a": Six bldgs. which are reported as residence of Division Staff.

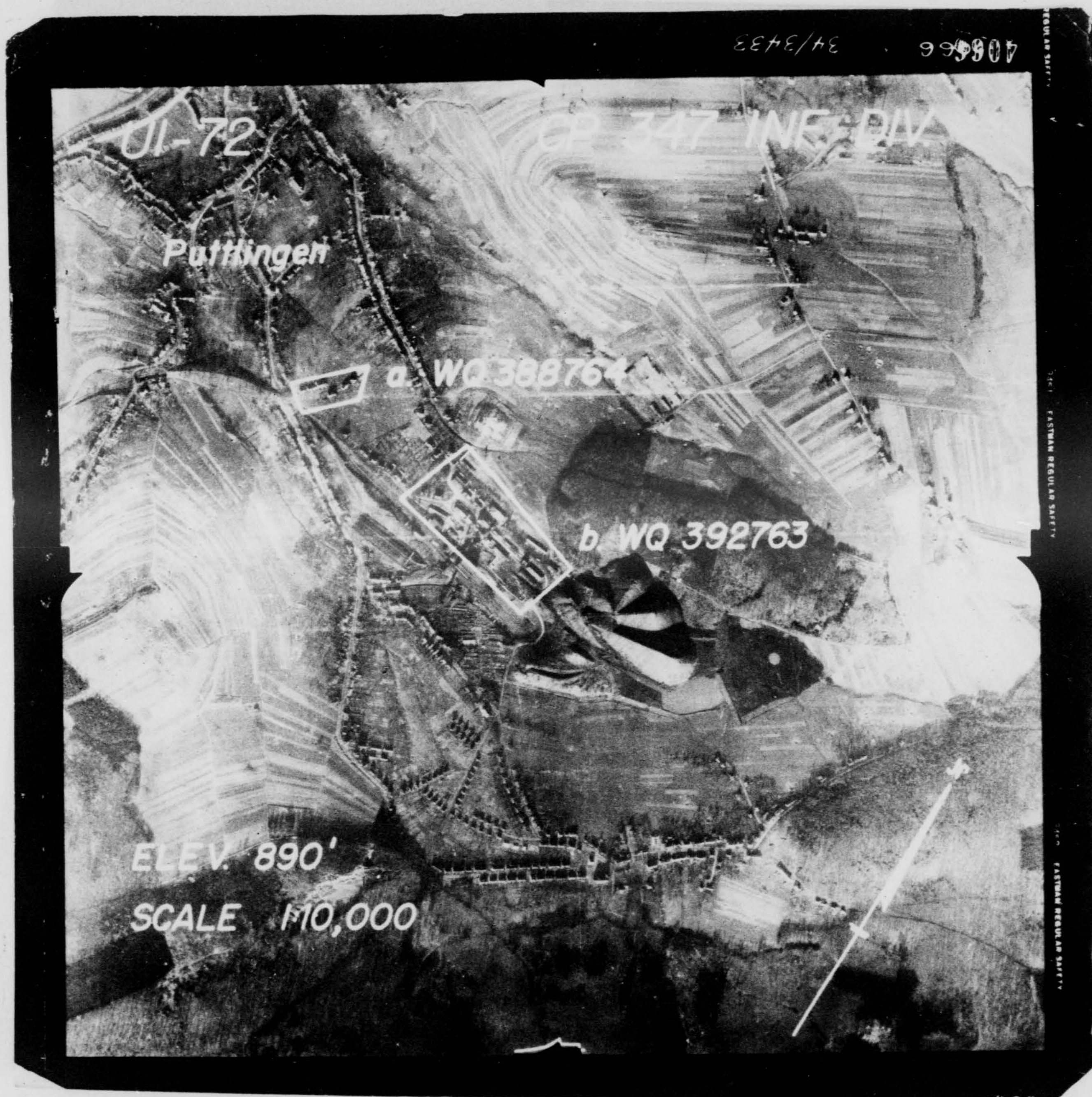
Area "b": Reported CP location. Nothing definite seen on photo to confirm report but targeted as these bldgs. are suitable for a CP. Photo interpretation neither denies nor confirms ground info.

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Distribution Date: ______________

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*. V2-140 HEGENEY
(WR-002323)
(C.P.)

15 MAR. - 50 F.G. - 16X500 RDX. - 50 BLDGS. DEST.
15 MAR. - 324 F.G. - 22X500 RDX. - 15 BLDGS. DEST. 2 LARGE FIRES
15 MAR. - 324 F.G. - 10X500 G.P. 6X500 RDX - 1 BLDG. DEST.
15 MAR. - 27 F.G. - 15X500 G.P. - CAUSED MUCH SMOKE

INT. MAR. 15. F/B

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TARGET NO: V2 - 140 TYPE: CP 104 Inf Reg't. COORD: VR 002323

Date of Latest Photos Interpreted: 2-3-45 Locality: HEGENEY

Source & Date of Ground Info: VI Corps, 12-3-45.

Targeted on Sortie: US34/3414 Print: 4075

GROUND INFORMATION:

104 Inf Reg't CP in house in Hegeney.

PHOTO INTERPRETATION:

Small town, → appears occupied by military. Town is targeted because of impossibility to pinpoint house in view of activity in town.

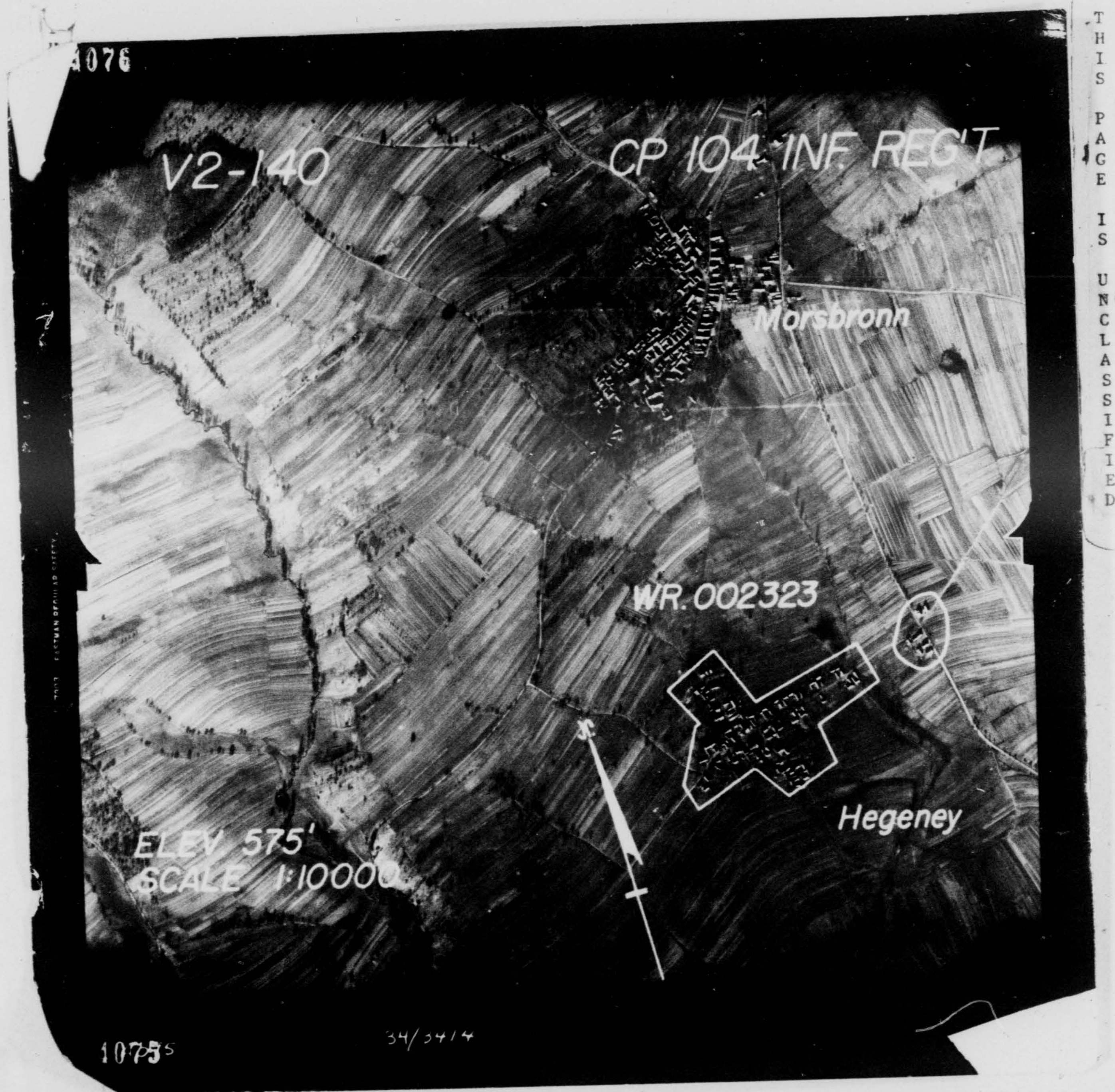
COMPARATIVE COVER: US34/3480, 2 March 1945.

Distribution Date: ______________

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* L51-71 HABACH
(WQ-434874)
(C.P.)

15 MAR - 27 F.G. - 16X500 G.P. - 4 BLDGS. DAM.
15 MAR. - 27 F.G. - 16X500 G.P. - NRO OUF SMOKE
15 MAR. - 50 F.G. - 16X500 G.P. 22 ROCKETS - TGT. WELL HIT - 5 BLDGS. DEST.

MAR. 15 - F/B

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SECRET

TARGET NO: U1-71 TYPE: CP COORD: Q 434874

Date of Latest Photos Interpreted: 16-1-45 Locality: HABACH

Source & Date of Ground Info: CSDIC (20 Feb 45)

Targeted on Sorties: US34/3304 Print: 3043

GROUND INFORMATION:

Between grid refs Q 43308710 and 43608751, in approx 12 bldgs. on the Eastern side of the secondary road running from N to S through Habach, is located the CP of LXXXV Corps.

PHOTO INTERPRETATION:

The 11 bldgs. targetted lie on the E side of a road between approx the same coordinates. No unusual activity visible on available photos, but these are probably too early.

SECRET

Distribution Date: ______________

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*U1-44 WQ-607808 F/B M/B? (B+)

(BARRACKS + AMMO)

21 FEB. - 358 F.G. - 16X500 30X460 - 1 LARGE OIL TANK, 2 SMALL OIL STORAGE TANKS, 1 AMMO DUMP DEST., 1 BLDGS. DAM.

14 MAR. - 27 F.G. - 20X500 G.P. - LARGE EXPLOSION & BLACK SMOKE 1 DUMP DAM.

14 MAR. - 27 F.G. - 28X500 G.P. - SMOKE FROM TGT, NRO DUE WOODS.

15 MAR. - 358 F.G. - 20X500 G.P. - NO EXPLOSIONS - NO CLAIMS

15 MAR. - 324 F.G. - 23X500 G.P. - NO EXPLOSIONS - BETA

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D. MISC:

1. AMMO DUMP Q-607799 PHOTOS 5015-16 SCALE 1:6,000

41-44

US/162/684
15 March

COMPLETE COVER ON PHOTOS OF A/ FAIR QUALITY SHOWS PILES OF AMMO SCATTERED OVER A LARGE AND WOODED AREA IN UNDERBRUSH COVERED AREA. A HARD [illegible] SURFACED ROAD RUNS THRU THE AREA AND CLEARLY DEFINED VEHICLE ROADS SERVICE THE ENTIRE AREA.

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U1-44

D. MISC:

US/34/3450 23 Feb 1430A

BARRACKS AREA Q-607808 PRINTS NO 4163-65 SCALE 1/10,000
--------------------- COMPLETE COVER ON GOOD QUALITY PHOTOS
SHOW A CONCENTRATION OF CRATERS 1,000 FEET NORTH OF THE BARRACKS
AREA AND ONE CRATER IN THE AREA BUT NO DAMAGE IS VISIBLE
TO THE TEN BARRACKS BUILDINGS.

NO

S/34/3450 23 Feb 1430hrs

BARRACKS AREA Q-607799 PRINTS NO 4162-64 SCALE 1/10,000
--------------------- AT THE ABOVE COORDINATES THERE ARE
ELEVEN RECTANGULAR EXCAVATIONS OR REVETED SHELTERS 70
FEET LONG AND SIX 40 FOOT SQUARE BUILDINGS PROTECTED BY
BLAST WALLS. PROBABLY NOT A BARRACKS AREA. A CONCENTRATION
OF CRATERS 750 FEET SOUTH OF AREA CAUSED NO DAMAGE TO SHELTERS.
SEVERAL OTHER SHELTERS IN AREA INDICATE THIS IS PROBABLY
AN AMMO DUMP.

NO

US/34/3450 23 Feb 1430hrs

AT Q-620807 THERE IS A PROBABLE HOUSING DEVELOPMENT OF
------------ APPROXIMATELY 210 RESIDENCE TYPE BUILDINGS.
ALL UNDAMAGED.

X21F/B

WALKER

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XII Jan

TARGET NO. U1-44 TYPE: Bks. & Ammo Dump COORD: a. 44 607808 b. 44 607799

Source and Date. Photo Interpretation

B+ 6-

Comments: a. Barracks: Hutted camp consisting of 11 1-story hut type bldgs., probable quarters for Seigfried Line personnel. Definite signs of activity in area.
b. Ammo Dump: Probable ammo dump in wooded area. 18 large, open earth revetments dispersed along both sides of road leading through woods. Road appears to be used. Ammo dump has been reported to be in vicinity. B

US34/3304 3162

I/B

M/6?

Date sent Photo Center 20-1-45

Date returned from P.C. 21-1-45

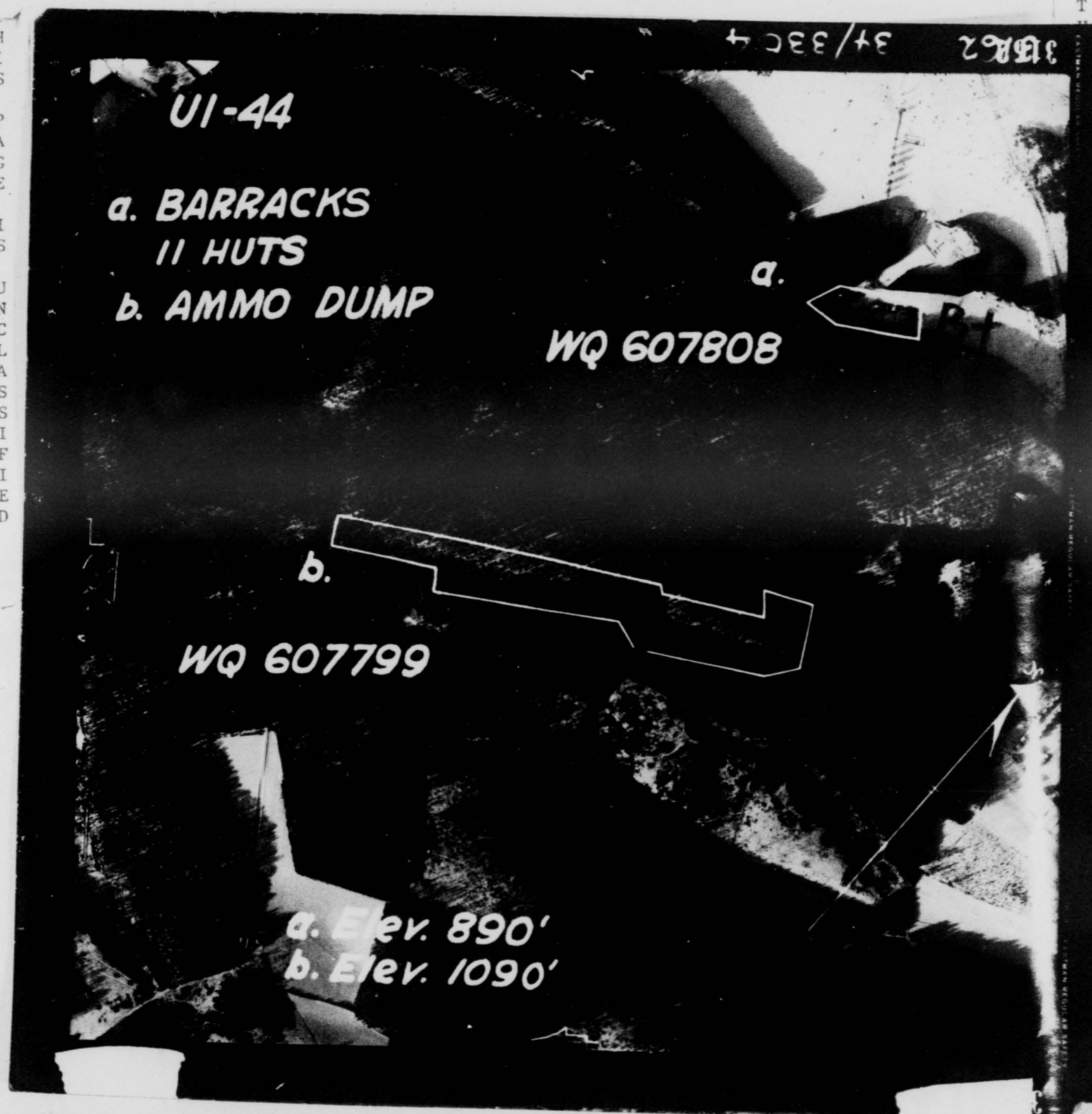
Date furnished ASC & XII TAC 21-1-45

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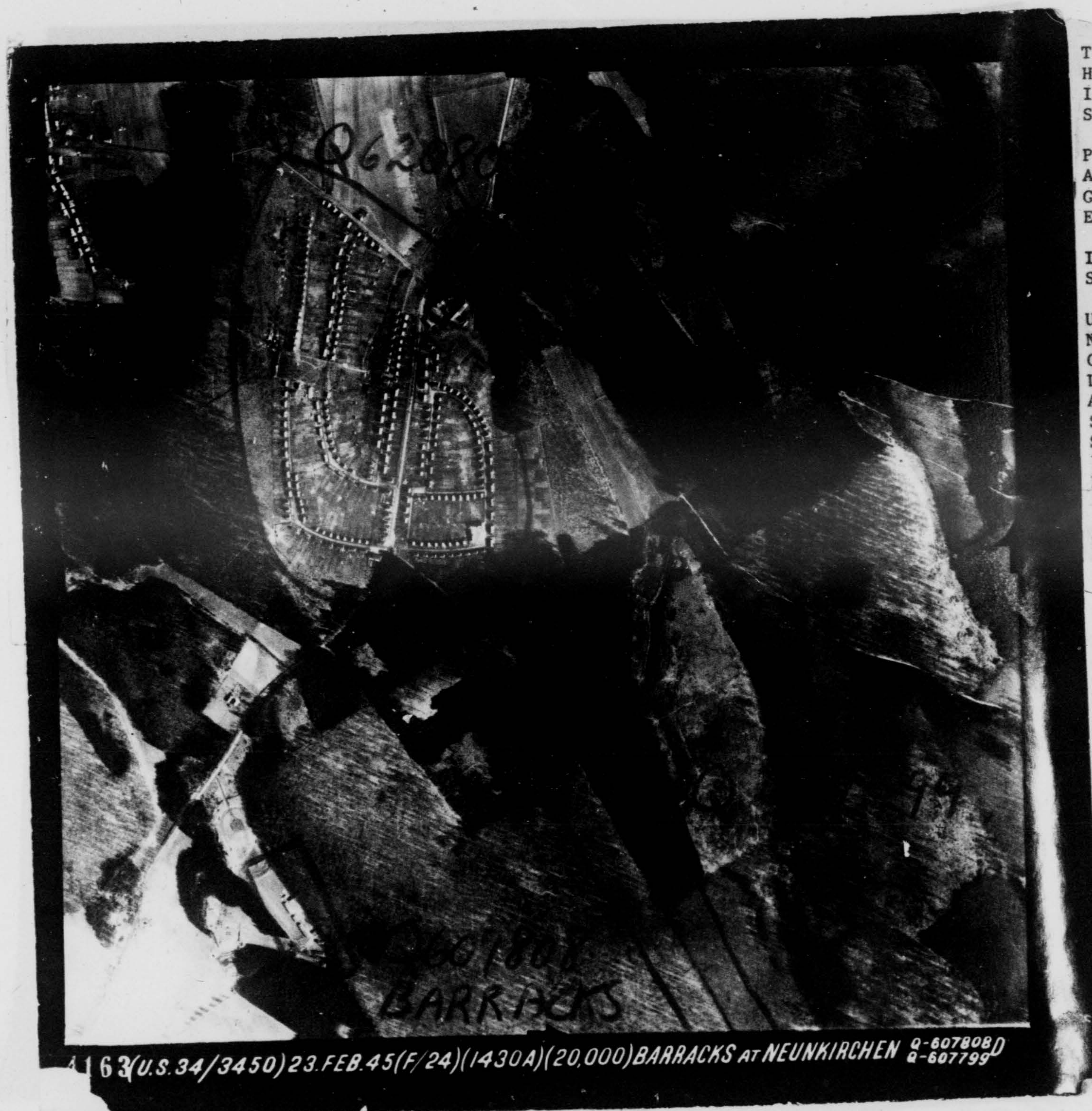
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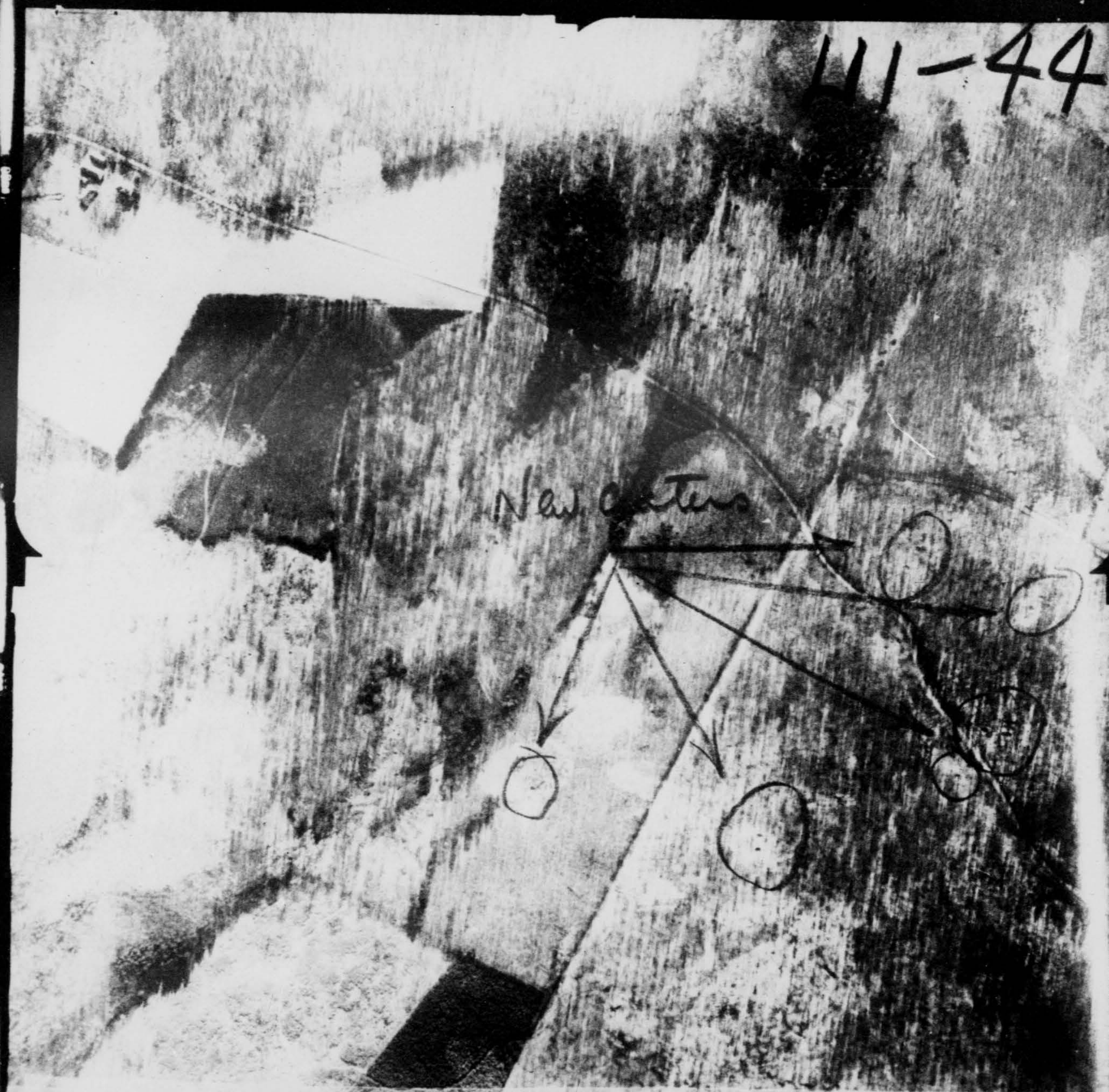


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*U1-55 WQ-599800 F/B (8+)
(AMMO DUMP)

14 MAR. - 324 F.G. - 48X250 DEMO. - ABTA - NO EXPLOSIONS
14 MAR. - 324 F.G. - 42X250 DEMO. - NO EXPLOSIONS
15 MAR. - 324 F.G. - 23X500 RDX - 4 BLDGS. DEST. LARGE FIRE STARTED
15 MAR. - 358 F.G. - 24X500 G.P. - ABTA - NO FIRES OR EXPLOSIONS

MAR. 4 - MEOS.
MAR. 14 - INT.

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AMMO DUMP [illegible] PRINTS 3007 SCALE 1/9000
N155
SINGLE POOR QUALITY PHOTO SHOWS ONE CRATER ALONGSIDE ROAD. NO VISIBLE DAMAGE.

[illegible] 34/33 19 mar

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D. MISCELLANEOUS:

3/3/45 1. Q-593810 PHOTO 5002 SCALE 1:4500
-------- MZMATERIEL STACKED IN YARD.

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[illegible] PHOTOS [illegible] SCALE [illegible]

.41/55

VS/162/684
15 March

[illegible]

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US/111/242
3 March 45

U1-55: New stock piles are visible approx 300' to the West of target area. This appears to be open storage, stacks approx 85'x 25' and spaced approx 130' apart on either side of the road. In the target area itself, the stacks are approx 65'x 10' and also spaced about 130' apart on either side of the road. The stacks appear to be revetted and then built up above ground level.

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system

Target No. U1-55 Type: AMMO DUMP Coor:

Source and Date: GROUND INFO (Sept to Jan) and PHOTO INT (15 Feb)

B

COMMENTS:
GROUND INFORMATION:

Ammo dump at Neunkirchen, Q 620790, Q 660760, Q 620770, Q 660770. A PW considered reliable, reports that there is a large ammunition dump near Neunkirchen, containing notably large calibre anti-aircraft ammo, stacked in the open in four wooded areas, with center points at grid refs mentioned above. A rough estimate places the total quantity of ammo held at 100,000 rounds. (Date of info., Sept. 44, C1)

There have been numerous reports from various sources (including a captured document) of a large ammo dump in this wooded area.

PHOTO INTERPRETATION

Target U1-44 does not include this area but does include an adjacent area WQ 607799, which appears more active on 15 Feb than a month earlier. The area of Target U1-55 showed no signs of activity on photos of 14 Jan--US34/3304/3162-63. On photos US34/3397/4138-39 of 15 Feb, the clearing at the road junction has been enlarged and at least 17 stacks of supplies are clearly visible, well-dispersed on either side of the road. Numerous signs of activity.

US34/3397 4139

F/B

Date of distribution 22-2-45

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N
OMT
OMT LOADING FROM DUMP
NO BOMB DAMAGE
(MARCH)
5004
(US111/242X3FEB.45XF/12X4500X(250A)

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* U1-30 HASSEL (B) F/B
(WQ - 581745)
(BARRACKS OR SUPPLIES)

14 FEB. - 324 F.G. - 24X500 2X750 - DEST. 9 BLDGS.

10 FEB. 50 F.G.

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CONFIDENTIAL 23 Feb 45

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/D 761

(a) LOCALITY: HASSEL, BARRACKS AREA AT (GSGS 4416/U1 - Q/577744)

(b) SORTIE: US 31/4243 - 1014, 2014. SORTIE SCALE: 10,000

(c) TOT: 23 Feb 45, 1610A F.L.: 12" ANNOTATED PRINT: None

(d) PERIOD UNDER REIVEW: This report covers all damage to date. (US10/T 72)

(e) COVER: Although no stereo is available the target is covered on prints of good quality.

(f) STATEMENT: Twelve craters are in the target area. Of the 17 barracks, four are destroyed and two are saverly damaged.

(g) ACTIVITY: No activity is noted.

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20th P.I.D. at Hq. 10th P.G. DISTRIBUTION "D"

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30	28 Feb 45	US34/3473	May still be active.	9

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Ul - 30	13 Jan '45	Numerous tracks, M/T present. Snow melting on roofs.	US34/3295 New

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TARGET NO. [illegible] TYPE: [illegible] supplies COORD: [illegible]

Source and Date [illegible] interpretation, 27 December 1944

Comments: [illegible]
2 camouflaged huts concealed in woods. Many signs of activity.
May be used for personnel or stores.
Sortie: [illegible]/3237: 3060.

2. FUEL DUMP AT Q-5?1745 PHOTOS NO 4013440l5 SCALE 1:9000
-- COMPLETE COVER GOOD
PHOTOS SHOWS WEIGHT OF ATTACK HAS FALLEN AMONG GROUP OF FRAME DEPOT
TYPE BUILDINGS. THERE ARE TWO RECTANGULAR BUILDINGS EACH APPROX-
IMATELY 160 FEET LONG WHICH HAVE BEEN BURNT OUT. AN AREA OF 300
FEET RADIUS AROUND THESE TWO BUILDINGS IS WHITENED POSSIBLY FROM
AN EXPLOSION. TWO OTHER BUILDINGS ARE DEMOLISHED FROM DIRECT HITS
AND FOUR OTHERS HAVE SUFFERED DAMAGE FROM BLAST.

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BUILDINGS
NED OUT
2H
4
4014 (U.S.34/3412)16.FEB.45(F/24)(1515A)(20000) FUEL DUMP AT Q-591745

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*V2- 804 PIRMASENS
(WQ-895680)
(STORAGE)

25 DEC.	324 F.G.	20X500 240X20		
26 DEC.	50 F.G.	6X500		
14 Jan	50 F.G.	24x500	[illegible]	6-0[illegible]

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2. NEUNKIRCHEN: On the 19th of February very few troops have been seen, only Volksturm. According to the statements of the informer, the troops of NEUNKIRCHEN are hardly as numerous as the troops stationed in FORBACH before the American attack.

H 1

3. PIRMASENS: All the air raid shelters have been transformed in dumps for ammunition or powder.

4. KAISERSLAUTERN: On the 13th of January 1200, "Hitlerjugend", came in, by train in order to build AT trenches in the region.

Photos - V2 804

1711 B

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CONFIDENTIAL
25 Nov 44

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/T 362

(a) LOCALITY: PIRMASENS (GSGS 4416/V2)
(b) SORTIE: US 31/2389 SCALE: Graphic P.L. 24"
(c) DATE: 4 Sept 44 HOUR: 1700B
(d) COVER: The area is covered on prints of excellent quality.
(e) KEY TO ANNOTATIONS:

1. (Q/897670) Possible underground storage having four entrances served by road. The storage appears at least 75 feet deep.
2. (Q/895680) Rail head composed of one large and several smaller warehouse type buildings, served by a double track rail line from Biebermuhle and by road. A small quanity of open stores are visible. Facilities include a turntable and an overhead gantry crane.
3. (Q/897679) Possible M/T park. At the time of photography approximately 30 M/T's are visible.
4. (Q/895687) Possible M/T repair area composed of one repair type building and five warehouse type buildings. The area is road served. This standard type of installation has been observed at Frankfort and at Mannheim.

ANNOTATED PRINT: 1088,2089

Sortie: US 31/2389-1087-89, 2088-91
Hour: 1700B Date: 4.9.44

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20th P.I.D. at Hq. 10th P.G.

DISTRIBUTION " T "

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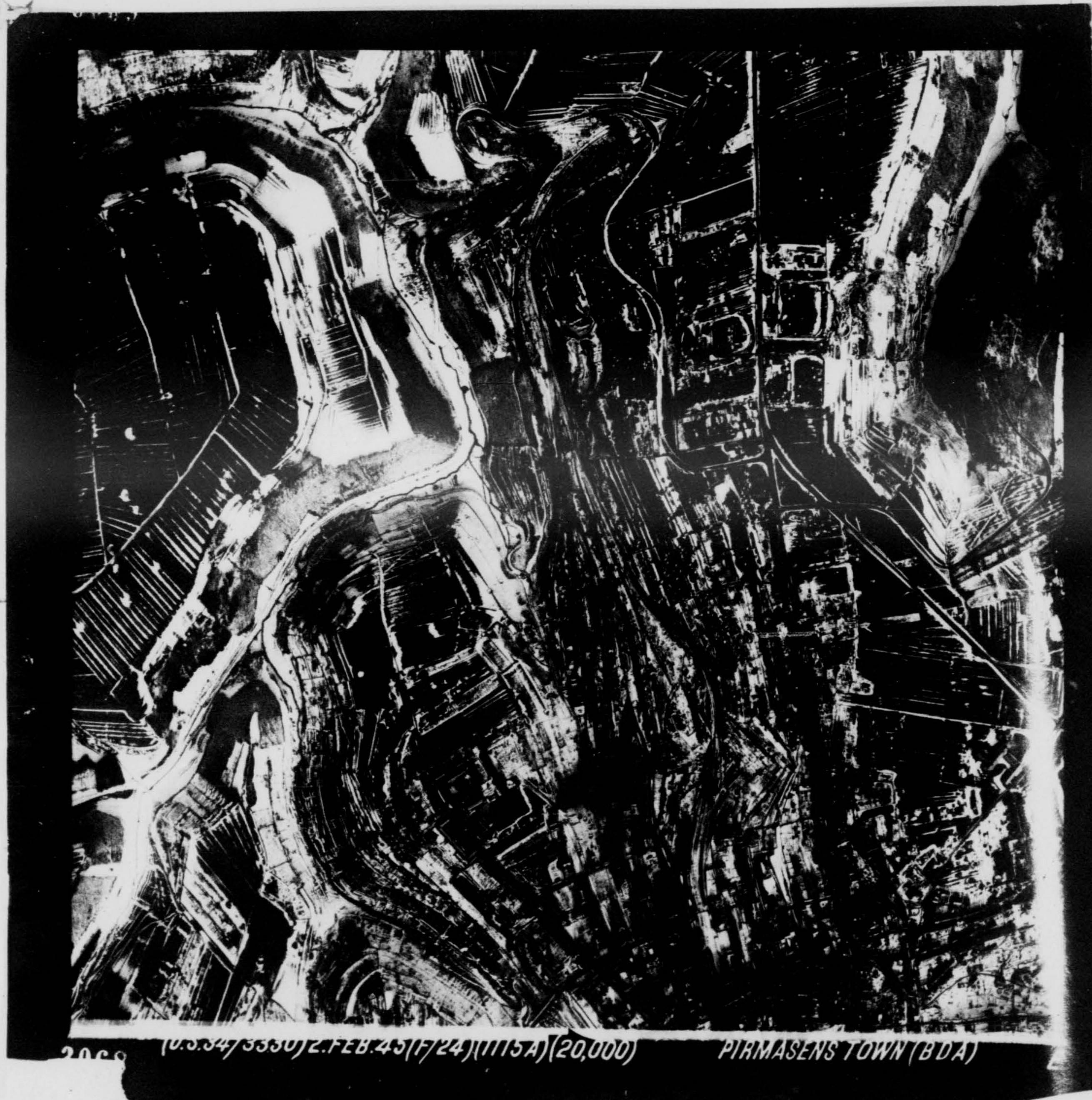


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*L/1-60 KIRKEL B+ (M/B)
WQ-620750
(AMMO DUMP)

14 MAR - 358 F.G. - 16x500 G.P. 8x250 G.P. 8x500 M17 8x500 M76 - ABTA. 2 LARGE EXPLOSIONS. BLACK SMOKE TO 1,500'.

14 MAR - 27 F.G. - 23x500 G.P. - 1 LARGE FLASH + COLUMN OF SMOKE

15 MAR. - 358 F.G. - 24x500 G.P. - ABTA - (BARRACKS AREA)

15 MAR. - 358 F.G. - 12x500 G.P. - ABTA - NO EXPLOSIONS

INT. 14 MAR.

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[illegible] G-820750 U1-50 PRINTS 4033-35 SCALE 1/5000
-- -------------------- PRINTS COVERING 85 PER-CENT OF THE AREA
[illegible] THE MAIN WEIGHT OF ATTACK FELL IN THE WOODS AT G-813754
U1-57. [illegible] FEW SCATTERED HITS FELL IN U1-50 BUT NO DAMAGE APPARENT.

34/3584
19 March

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TARGET NO: U1-60 TYPE: Ammo dump. COORD: WQ620750

Date of Latest Photos Interpreted: 16 Feb. 45 Locality: KIRKEL

Source & Date of Ground Info: See below. B+

Targeted on Sortie: US34/3412 Print: 3018.

GROUND INFORMATION: Dump containing arty, mortar, panzerfaust, bazooka and MG ammo, in vic. of Q 618748. Extends over a large area, 2 to 4 sq. Km. Several Divs. draw ammo there.
Source: IPW, 10 Jan. 45

In the vicinity of Q 623756 is an ammo dump well hidden from aerial observation by a thickly wooded forest. Trucks hauling ammo continuously hauling on this road at the grid. ref. This road is always guarded by foot soldiers.
Source: MU 500, Report No. 665, 19 Dec. 44.

West of KIRKEL there is a large ammo dump, so laid out as to cover two distinct areas. One on either side of the main road and railroad tracks. Ammo is said to be piled in heaps along the road and paths about 30 m deep. One of the areas is bounded by the following grid refs.: 605753, 612755, 625754, 626750, 619747, 613746, 611748, and 608747. This area is said to contain mostly 75 mm, mortar and MG ammo.
Source: CSDIC #722, 21 Feb. 45.

PHOTO INTERPRETATION:

Dispersed revetments can be seen along the road as annotated on target photo. Snow covered photo shows up much track activity on road in area and paths leading directly to revetments.

Revetments can be plainly seen on sortie US34/3319; 3041, 16 Jan. 45.

Distribution Date: 1-3-45

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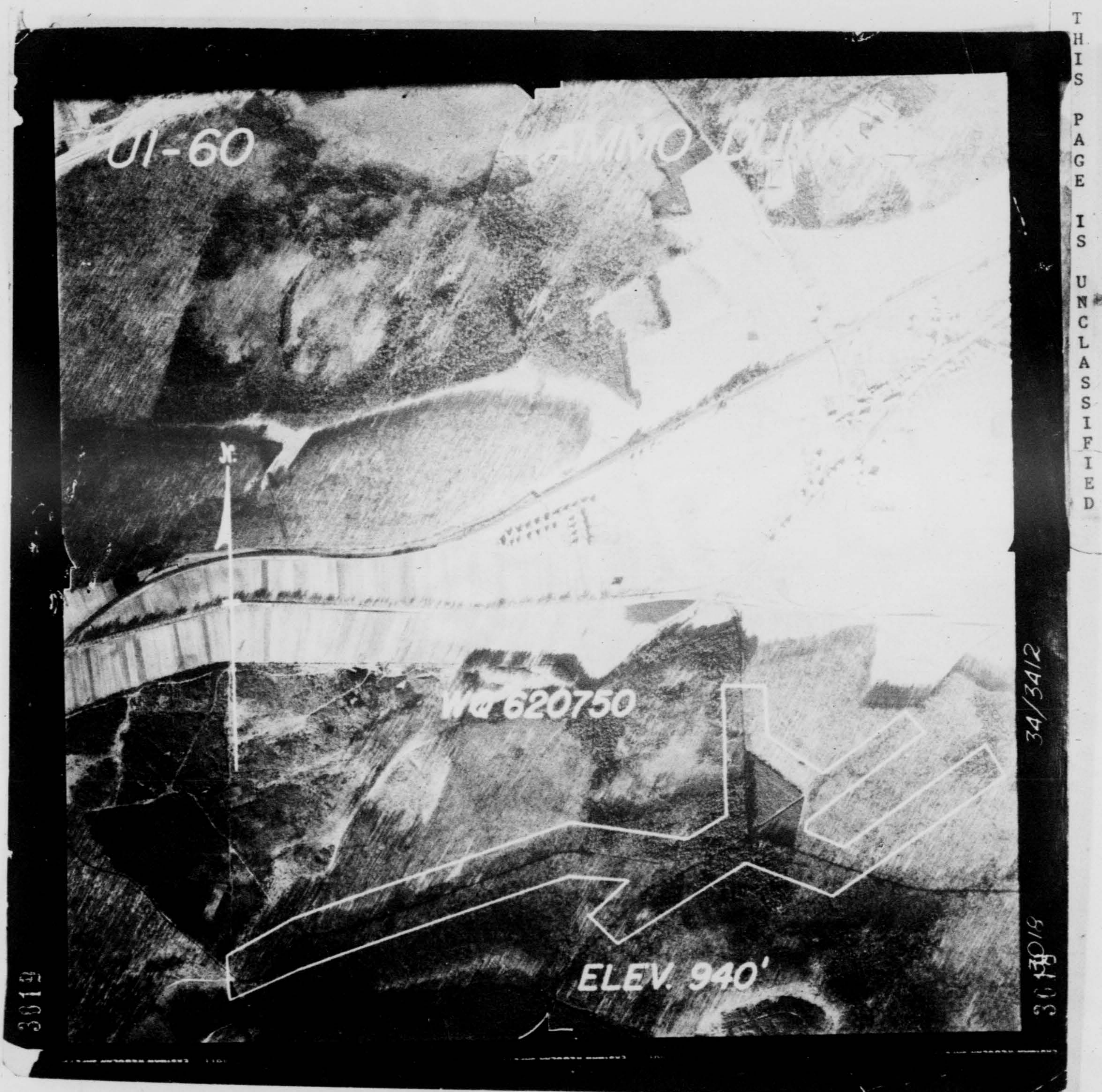
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54.	LEBACH	4416/U1 365684	Probable storage of 11 bldgs. Road served. <u>Comment</u>: This may be the Heimat Festungs Pi Park 520 transferred from METZ.	1945	Air.

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*U1-42 LEBACH/SABACH F/B (B+)
(WQ-385896)
(SUPPLY + AMMO)

28-2-45 - 324 F.G. - 16x500, 7x100 - 5 BLDGS. DEST. 4 NEAR MISSES

28-2-45 - 324 F.G. - 14x500, 2x100 - NO EXPLOSIONS - BOMBS DROPPED N/E + S OF TGT

1-3-45 - 27 F.G. - 12x500 - DROWN SMOKE IN AREA "B" NO CLAIMS

10-3-45 - 50 F.G. - 8x500 INC., 16x500 RDX, 11x260 FRAGS. - ABTA. - 3 BLDGS. DEST. DUMP 50% DEST. BEFORE ATTACK

13-3-45 - 86 F.G. - 24x500 G.P. - 20 HITS T/A - 2 EXPLOSIONS 4 BLDGS. DEST

~~26 FEB. - F/B~~.

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2. BARRACKS Q-384S85 PHOTOS 4012-14 SCALE 1:10,000
------------------- COMPLETE [redacted] COVER ON EXCELLENT QUALITY PRINTS SHOW NO DAMAGE TO U1-48 B & C, HUTS IN [redacted] THESE AREAS AND ONLY EIGHT CRATERS ARE VISIBLE IN THE [redacted] VICINITY AS EVIDENCE OF ATTACK. U1-48D. OF THE 15 BUILDINGS IN THEIS AREA, ONE HAS BEEN TOTALLY DESTROYED, TWO HALF DESTROYED AND THREE HAVE SUFFERED PARTIAL DAMAGE. ONE DWELLING ON THE SOUTH SIDE OF THE ROAD [redacted] SOUTH OF THIS INSTILLATION HAS BEEN COMPLETELY DEMOLISHED. THE HOSPITAL SEEN ON THEIS ILLUSTRATION NOW HAS ONE BUILDING MARKED P.O.W.

THERE IS A P.O.W. CAMP CONSISTING OF EIGHT LARGE BUILDINGS AND MORE THAN THREE SMALL BUILDINGS AT THIS LOCATION WHICH APPEARS ACTIVE

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Ser. No.	Location	Map Ref.	Description	Date of Inf.	Source
103	J.B.CH	4416/U1 386899	Ammunition dump 760 metres long. No further details reported.	17 Dec 44	Ungraded ground source

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U1-42 - Looks good on photos, but there is no ground info.
20 Feb

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XII TAC

TARGET NO. C 1 - 42 TYPE: Supply depot and Ammo. Barracks COORD: WQ-505895 WQ-504895

Source and Date. Photo Interpretation.

Comments: LEBACH/JABACH
General: A mid grid ref (WQ-505896) and a mean elev is given to areas a, b, and c.
Photo Int: Area a. Supply depot - 10 med size, supply type bldgs. Two bldgs. were destroyed and 2 of the before named 10 bldgs. have been damaged from recent bombings. Located at a small railhead. The area appears active.
Areas b, and c. - Ammo dumps - supply sheds dispersed in woods indicated that they are probably being used for storing ammo. Area b has 10 bldgs., area c consists of 3 bldgs. and 3 large square revetments.
Area d - Barracks - 15 sheds used as quarters, probably for personnel manning the Siegfried line defenses to the south.
Comments: All these areas appear to be in use plus the fact that the rail head appears active and the main road which runs between areas a and b shows intense (over)

B

Date sent Photo Center 19-1-45.

Date returned from P.C. 21-1-45

Date furnished ASC & XII TAC 21-1-45

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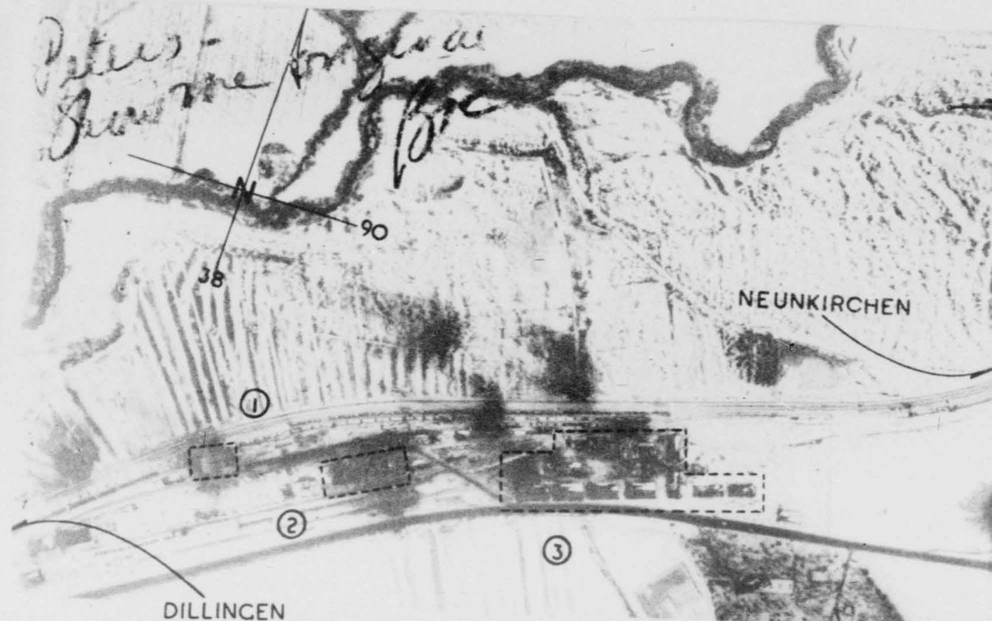


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CONFIDENTIAL
19 Jan. 1945

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/D 659

(a) LOCALITY: LEBACH SUPPLY DEPOT & SIDINGS (GSGS 4416/U1-Q/381898).
(b) SORTIE: US 15/3993 SCALE: 4,500 F.L. 12"
(c) DATE: 19 Jan 45 HOUR: 1530A
(d) PERIOD UNDER REVIEW: This report covers damage to the target as it existed at 1530A hours on 19.1.45.
(e) COVER: The target (US10/T 441) is covered on prints of good quality.
(f) STATEMENT:

1. One small warehouse type building destroyed.
2. One large warehouse type building destroyed.
3. Two large warehouse type buildings and one small building destroyed. Two warehouse buildings severely damaged and others within the area have sustained minor damage.

A Sidings serving the area are blocked and at least 20 goods wagons have been damaged or destroyed. A single crater blocks a siding at (Q/100903). Through rail traffic is possible from DILLINGEN to NEUNKIRCHEN.

(g) ACTIVITY: 12 M/T are visible in the vicinity; 3 marked with the "Red Cross" are in motion. Approximately 240 mixed goods wagons, flats, and 4 engines, one of which is in steam, are present. Some of the flats near the supply depot may be loaded with M/T. Considerable track activity is seen throughout the area.

ANNOTATED PRINT: 5001
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... P.I.D. at Hq. 10th P.G.

Sortie: US 15/3993 - 5001-08.
Hour: 1530A Date: 19.1.45
DISTRIBUTION NO. 100

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U1-42V

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(a) LOCALITY: LEBACH MILITARY AREA
(b) SORTIE: US 31/3809 - 1130,31.
(c) DATE: 24 Dec 44, 1110A
(d) COVER: The area is covered on prints of good quality.
(e) KEY TO ANNOTATIONS:
1. (√400899) A military installation ...
buildings are moderately damaged due to bombing.
2. (√3_8899) A very active hospital area ... [redacted]
several months.
3. (√386395) An ammo dump of 12 small, well dispersed ...
4. (√70_89) A hutted camp of 10 small buildings.
5. (√372883) Seventeen probable ... are parked in this area.
6. This installation is covered on ... 441, ...
7. This installation is covered in ...

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20th P.I.D. at Hq. 10th ...

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BOOK MESSAGE : Vell

STRIKE INTERPRETATIONS FOR ONE THREE MARCH PD THREE TWO ZERO GROUP CLN KIRKEL AMMO DUMP AT WILLIAM QUEEN FIVE NINE EIGHT SEVEN SIX FIVE WAS HIT PD TARGET AREA WAS RECTANGLE THREE SIX ZERO ZERO FEET BY NINE ZERO ZERO FEET RUNNING NORTHEAST WITH CENTER POINT AT QUEEN FIVE NINE EIGHT SEVEN SIX SIX PD TWO SEPARATE CONCENTRATIONS FELL CMA ONE COVERING HALF THE SOUTHWEST PART OF TARGET AREA PD THE OTHER CONCENTRATION FELL JUST SHORT OF TARGET AREA PD ONE LARGE EXPLOSION AND TWO SMALLER ONES WERE CAUSED PD WHITE TRACERS WERE BLOWN THROUGH THE AIR AS RESULT OF EXPLOSIONS PD NO PHOTOS AVAILABLE OF THREE TWO

13-3-45
231717
W1-43

0345

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13-3-45
16504

3. ROHRBACH AMMO DUMP AT Q-598765 PRINTS 4148-50 SCALE 1:10,000
------------------------------ COMPLETE COVER ON POOR PHOTOS SHOWS A GROUP OF SCATTERED BOMB HITS IN CENTER OF WOODED AREA. STORAGE [redacted] PITS EXTENDING OVER VERY LARGE AREA [redacted] W1-43 APPEAR UNDAMAGED. NO ACTIVITY.

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ADDED GROUND INFORMATION:

U1-43 Ammo Dump

Arty and S/A ammo depot in woods S of Kirkel-Rohrbach Rd. in approx area Q 604743. Depot stretches uphill on both sides of road. Last seen by PW on 14 Feb. This depot was bombed once with very little damage resulting. (Source: Interr. Report # 836 Page 2, 21 Feb 45.)

Comment: Target U1-43 covers area on N side of road while U1-57 covers woods on South side of road. Date of latest PW information is significant: 14 Feb 45.

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U1-43: This area contains two principal types of storage. Huts approx 7'x 10' in revetments are partially above ground level. The dispersal varies--all are well-camouflaged. In Northern section of area are also five dug-outs revetments. In the middle portion of the target area, there are numerous dug-outs 10'x 10', and larger. Supplies are camouflaged as the dug-outs are filled, making indentification from photos extremely difficult. Dispersal varies. In this area there also a few huts and some open revetments.

US 111/242
3 March 45

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23-2-45
341.8450
1430A

[illegible] -560770- -560[illegible]- -650720- -650770.
PRINTS 4077-[illegible], 4096-4103. SCALE 1:10,000
[illegible] GOOD QUALITY AND COMPLETE COVER WITH THE FOLLOWING
POSSIBLE [illegible]:

U1-20 -[illegible] 11 HUTS ABOUT 80 X 20 FEET. ROAD SERVICED.
U1-43 -[illegible] 15 SMALL HUTS. ROAD SERVICED.
U1-30 -[illegible] AT LEAST 15 HUTS PREVIOUSLY [illegible] AND REPORTED IN [illegible] 3-/3412, 16 FEB 45.
-[illegible] [illegible] SMALL HUTS PARTIALLY CAMOUFLAGED. ROAD SERVICED. PROBABLY PART OF A NEARBY FACTORY AREA.
U1-43 -[illegible] TWO ADJOINING SHEDS 250 X 90 FEET HIDDEN IN DENSE WOODS.
-[illegible] [illegible] BARRACKS OR WAREHOUSES 200 X 50 FEET CONNECTED
U1-43 TOGETHER IN SEMI-CIRCLE. FIVE OTHER LARGE [illegible] BUILDINGS [illegible] IN WOODS.
ALSO SEE U1-20 U1-30 -[illegible] RAIL SIDINGS. [illegible] TRACED OUT [illegible] OF [illegible].

NO [illegible] IN AREA.

0349

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ADDED GROUND INFORMATION:

Target No. U1-43

Area (1), referred to by PW, roughly coincides with the target area of U1-43.

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*U1-43 ROHRBACH M/B'S (B+)
(WQ-598765)
(AMMO DUMP)

13 MAR. - 320 B.G. - 282 X 500 ~~250X250~~ - ONE LARGE EXPLOSIONS + 2 SMALLER ONES 16 HITS T/A - 8 NEAR MISSES - 3
14 MAR. - 86 F.G. - 24 X 500 G.P. - EXPLOSIONS + 3 FIRES
12 MAR - 320 B.G. - 250 X 250 DEMO - NRO DUE WEATHER
15 MAR. - 324 F.G. - 23 X 500 RDX - STARTED FIRES
15 MAR. - 358 F.G. - 24 X 500 G.P. - ABTB - NO FIRES OR EXPLOSIONS

MAR. 4 - MEDS.

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I. DUMPS

1) Amn Dump Near KIRKEL (PW ENGLER)
Ref Map: GERMANY 1:25,000, Sheet 6709, Second Edition (AEF)(Colored)

WEST of KIRKEL there is a largeamn dump, so laid out as to cover two distinct areas, oneon eitherside of the main road and railroad tracks. Amn is said to be piled in heaps along the roads and paths about 30 m deep. Area one is generally bounded by grid refs 591765, 595772, 610770, 611762, 604756, 597757, and 598763. Area two is generally bounded by grid refs 605753, 612755, 625754, 626750, 619747, 613746, 611748, and 608747. Area one is said to contain mostly 150 mm arty, mortar and in the upper portion of the area, PANZERFAUST amn. Some of the amn may have a tar paper covering or may be lying in holes covered up by branches. Area two is said to contain mostly 75 mm, mortar and MG amn. There is no particular spot for each type of amn, as it is stacked where suitable space exists.

Amn is brought to the area by truck from the railroad station at KIRKEL. 2 Co, 814 Supply Bn, consisting of approx 150 men, was employed to load and unload all trucks coming into the areas. 75 mm amn was the most prevalent type handled by this Co. They were extremely short-handed and had to work about 18 hours a day, as amn was coming in or going out 24 hours a day. The trains were unloaded by an unspecified number of men from the 17 Supply Bn. When the trucks took amn to the front, at all hours of the day and night, they used either the ROHRBACH-ST INGBERT or KIRKEL-LAUTZKIRCHEN Road. When PW was transferred from 2 Co, 814 Supply Bn, in Dec, the area was still being enlarged, and, on the basis of past performance, PW believes that the area should now be filled with amn cases. They are camouflaged by branches and placed under thickly grown trees. The area is well protected by numerous 20 mm AA guns. Source was unable to pinpoint positions of the AA guns, but stated that one platoon which was located at the edge of the woods and on both sides of the road at grid ref - 605753.

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94	GLASHÜTTERHOF	4416/U1	Large amn. dump in a a wood in area bounded by 602776, 594769 and 594775.	Nov 44	Ungraded Source.
	ST. INGBERT (5 miles SW of NEUENKIRCHEN).	4416/U1 561772- 562772- 558767 560767	An army dump is in this area in the woods WEST of the road. It consists of drums and vehicles.		From a fairly reliable PW (4 Dec 44)
	-do-	4416/U1 560764 563765 561761 564762	An army petrol point is SOUTH of the road in this area.		-do-

A-U1/Q-594775

U1/Q-5677

W1-43

H

H

No

SECRET.

Fatherland 4 Jan

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G-2 AIR REPORT 20 FEBRUARY

Ul-43 - More info on its way, being confirmed by photos and recommended.

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U1-43
In the woods from Q 6377 to Q 5976, near KIRKEL, large quantity of ammo has been stored. Civilian source, 2 Jan 45.

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LAST REPORT

XII TAC

TARGET NO. 61 - 45 TYPE: Ammo. Dump COORD: M-598795

Source and Date. Ground Info. & Photo Interpretation

B1

Comments: ROHRBACH.

Ground Info: Large ammo dump in woodsin area bounded by 602775, 594789, 594775. (Source: ungraded extracted from Fatherland #12, date of Info., Nov 44).

Large rail served ammo. dump 1-1/2 milesin dia. in wooded area (619780). Ammunition is stored in covered camouflaged pits. (Source: PWI, Fatherland #12, date of info. Dec. 44).

Photo Info: Revetments (or pits as in ground report) are dispersed along the banks of roads through woods. Definite signs of tracks activity on these roads.

Sortie: US34/3215: 3065. Interpretation from US34/3304: 4145.

Date sent Photo Center 19-1-45.

Date returned from P.C. 21-1-45 M/B?

Date furnished ASC & XII TAC 21-1-45

INTENTIONS – 10 Feb

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U1-43
AMMO DUMP
WQ.598765
Elev. 920'
3Q065
34,32,15 (U.S.34/3215)26.DEC.44(F/24)(1050A)(21,000)

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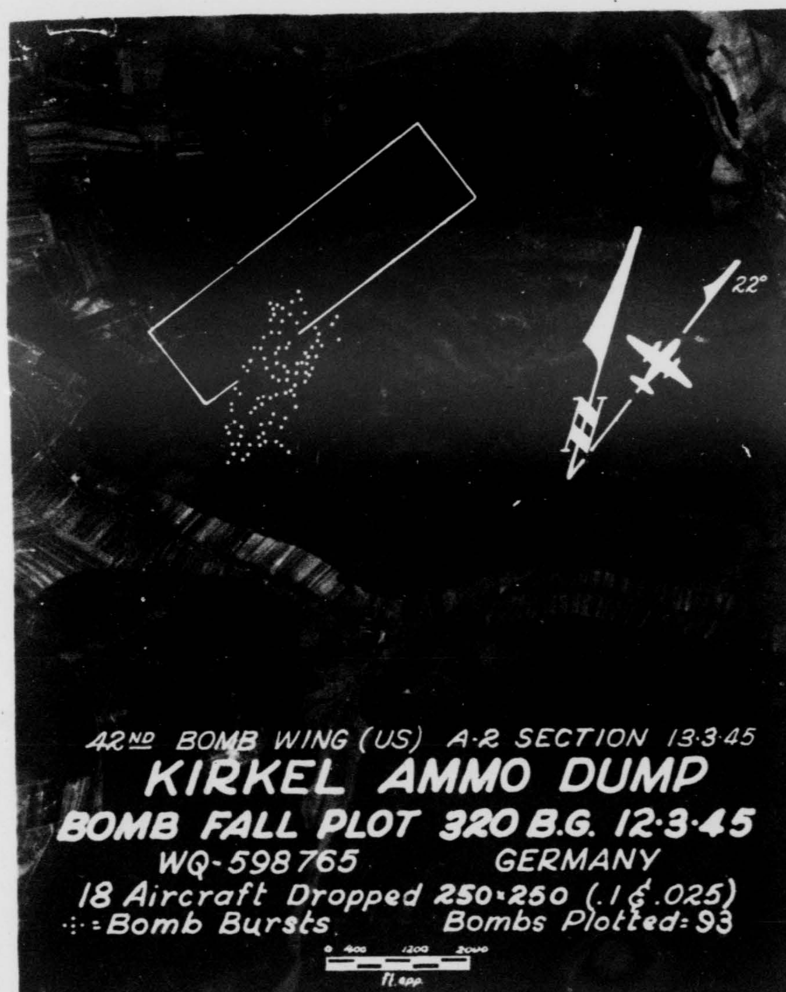


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C O N F I D E N T I A L

41-43

HEADQUARTERS [illegible] BOMB WING (US)
A-2 SECTION A.P.O. 374

First Phase Strike Assessment Report

[illegible] DUMP (N). 598765 GERMANY (320 BG/ 13-3-45/ 1325 hrs/ 282x500 (.1 & .025) bombs dropped)

Photo Coverage Good
Photo Quality Good
Time in process and delivery 4 hrs.
Average time per edited negative 16 min.

The ammunition dump was hit. Two separate concentrations fell, one covering half the southwest part of the target area. The other fell just short of the target area but accurate for deflection. One large explosion and two smaller ones were caused. White tracer was blown through the air as a result of the explosions.

P.I. SECTION
Schank 13 2330

Bomb Fall Plot issued.

C O N F I D E N T I A L

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[illegible]

-2 [illegible] . . . 374

First Phase Strike Assessment Report

[illegible] 765 [illegible] (320 [illegible]/12-3-45/ 125[illegible] hrs./ 250x250 (0 .1 & .025) bombs dropped)

41-43

Photo Coverage Good
Photo Quality Good

Photo Cover obtained by 320 [illegible] on attack of 13-3-45 of area attacked by 320 B. G. on 12-3-45, show the ammunition dump was hit. The bombs started at the southwestern corner, walking up through the western area of the dump. Several larger-than-usual bomb craters indicate possible explosions. No further interpretation is possible.

Bomb Fall Plot issued.

P.I. SECTION
[illegible] 14 0100

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THI

4150

(U.S.34/3530)13.MAR.45(F/24)(1650A)(20,000)AMMO DUMP Q-598765

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*V2-101 JOCKGRIM (C) M/B
(WR-393551)
(FUEL + AMMO)

15 FEB. - 50 F.G. - 2X500 8X460 - NO CLAIMS
15 FEB. - 50 F.G. - 4X460 - ABTH - 2 BLDGS. BLEW UP - TERRIFIC EXPLOSIONS - MANY FIRES - DUMP DEST.
16 Feb - 324 F.G. - 8X500 1X100 - N.R.O. {Most [illegible] no activity
14 FEB. - 42 B.W. - 112X500 - 6000 CONCENTRATION ON TGT.
14 FEB. - 42 B.W. - 84X500 - 6000 " " "
10 FEB. 324 F.G.
11 FEB. 17 B.G. (ALT. T.)

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393,551
V2-101

Ammunition dump "MONIKA" (formerly "CHARLOTTE") is located in grid square R-3755, 500-600 meters S of RJ (R-376561). The dump consists of Arty, small arms, and Do-Werfer ammunition. PW said that the dump was attacked once during Feb, but only partially destroyed. After the bombing the dump was moved slightly to the SE and was still there beg of March.

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PROV RECON GROUP(XII TAC) P I R NO. 275 (FIRST PHASE)

SORTIE USED:

SORTIE	TIME	DATE	REF.NO.	REQUEST NO.
US/162/456	1459 A	16/2/45	Y/397	P-121
US/34/3402	1050A	15/2/45	Y/395	

A. AIRFIELDS: NONE COVERED

B. ROADS, RAILROADS AND BRIDGES: NONE COVERED .

C. GUN POSITIONS: NONE COVERED

D. MISC:

1. JOCKGRIM AMMO FACTORY AT R-393551 PRINTS 3126-90 SCALE 1:10,00 PHOTOS OF GOOD SCALE AND COMPLETE COVER SHOWS NEW DAMAGE SINCE 14 FEB. COVERAGE 682/B/106, CONSISTS OF TWO DIRECT HITS ON MAIN CENTRAL BUILDING OF FACTORY AREA BUILDING IS OVER 1/3 DEMOLISHED. THIS BUILDING HAS THREE TALL CHIMNEYS . THERE ARE ALSO ONE DIRECT HIT AND THREE NEAR MISSED ON ON SMALL BUILDING ON EAST EDGE OF FACTORY AREA AND DIRECTLY SOUTH OF CENTRAL BUILDING. THE HIT HAS DESTORYED ITS SOUTHWEST CORNER. THREE HITS HAVE FALLEN IN OPEN YARDS DESTROYENG SMALL STORES. JUST NORTH OF THE FACTORY AREA TWO LARGE BUILDINGS, PROBABLY BARR-ACKS OR ADMINISTRATION, HAVE BEEN COMPLETELY DEMOLISHED. ON THE E SIDING A TRAIN OF 30 CARS HAS MOVED OUT SINCE THE PREVIOUS DAY. NORTH OF THE FACTORY ON THE MAIN RAIL LINE THE TRAIN WHICH WAS BURNING ON 14 FEB. IS STILL THERE WITH PROBABLY 7 CARS DAMAGED.

[redacted]

WALKER

W + M [illegible] still O.K on 16 -

END OF MESSAGE ACK PLS GA GEORGIA GOT IT CADET GO T IT THANK

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682.13/106
14/2/45

2. AMMO FACTORY AT R-393551 PRINTS 3060--64 SCALE 1/7000 V2-101
-------------------------COMPLETE COVER GOD PHOTOS SHOWS AT LEAST
20 CRATERS IN EAST HALF OF FACTORY AREA. THERE ARE SEVEN DIRECT
HITS ON BUILDNGS DESTROYING OR DAMAGING SEVERELY THEE XXX
THREE BUILDINGS OF THE PRINCIPAL FACTORY. THERE ARE TWO SEVERE
FIRES BURNING ON A PROBABLE AMMO TRAIN ON NEARBY MAIN LINE.

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B

TARGET NO. V2-101 TYPE: Fuel & Ammo Storage COORD: RR 395551

Source and Date. Ground Information (25 Dec & 25 Dec) & Photo Int. (1 Jan)

JOCKGRIM

Comments: Ground Information: (1) In the vicinity of Jockgrim, there is a concentration of vehicles. Source believes that there is a gasoline or ammo dump, as the area is off limits and smoking is forbidden. (OSS 25 Dec) (2) Tanker wagons are unloaded at Jockgrim station. There is an ammo factory (transformed tile factory) in the W. part of the village of Jockgrim near the RR. 1000 shells (150mm) are produced each day.

Photo Int: A large factory is situated at the position indicated. Numerous shelter trenches visible in the area; also a number of M/T, though these are difficult to distinguish from piles of stores, possibly tiles, since they do not change their positions during covers. No direct evidence of fuel or ammo storage.

US3475250 4149

Date sent Photo Center 13-1-45

Date returned from P.C.

Date furnished ASC & XII TAC

M/B

X-F/B15-2

X-Med 14-2

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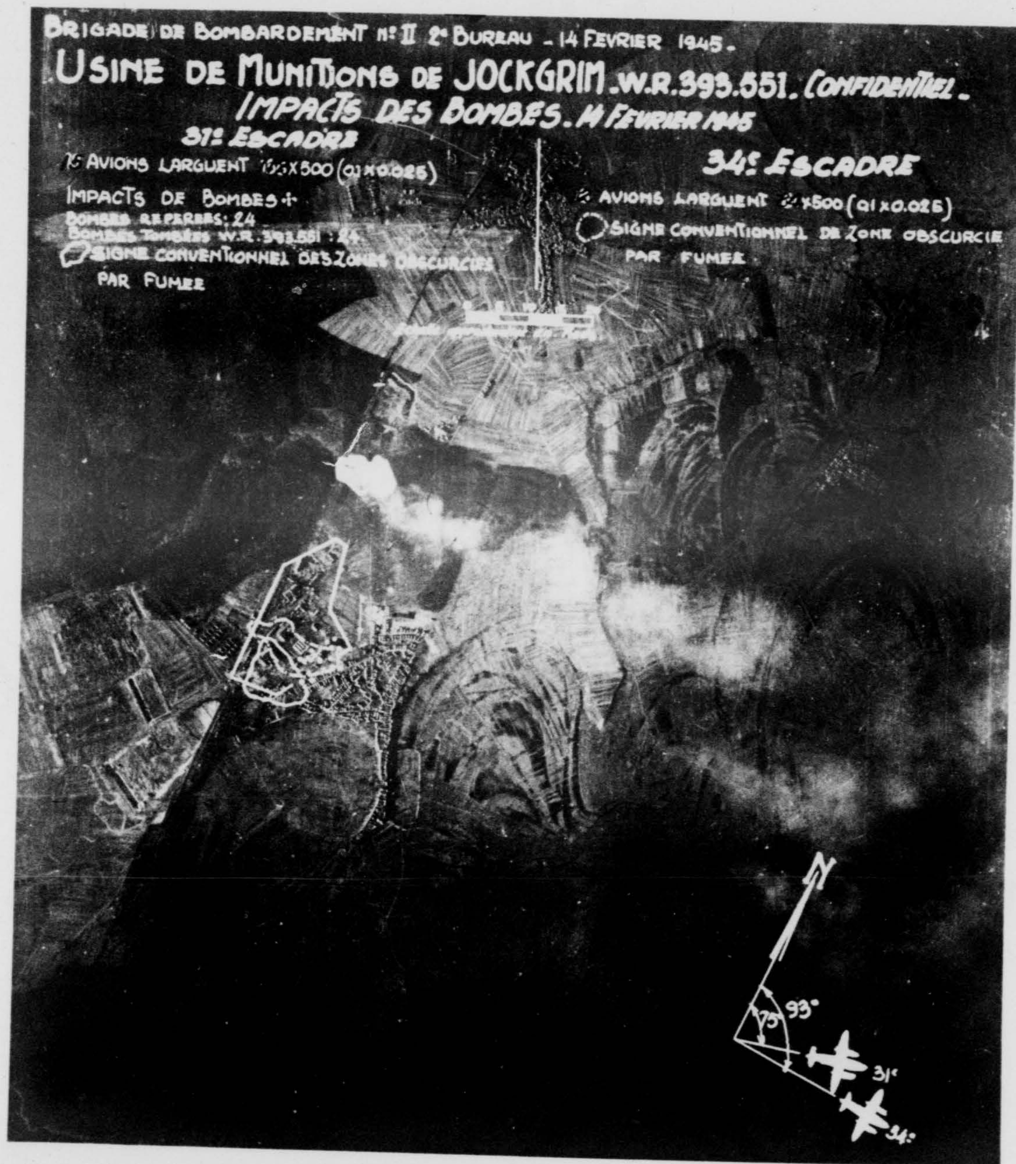
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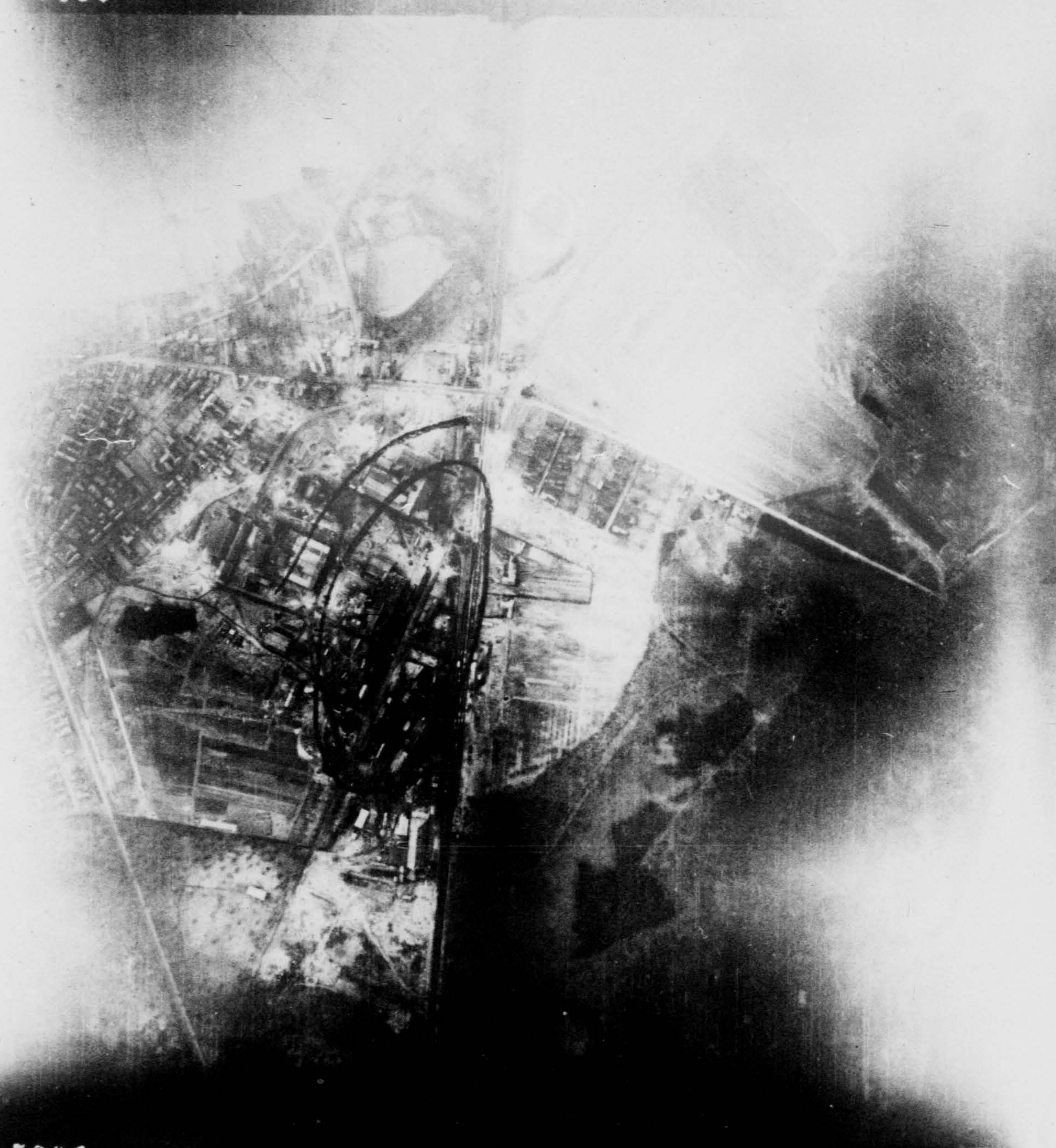


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*V2-102 BERGZABERN M/B (a)
F/B (b) (B+)
(WR-1995-55)
(BARRACKS & SUPPLIES)

22 JAN. 324 F.G. 20x500 DEST. 4 BLDGS NO FIRES OR EXPLOSIONS
15 MAR. 324 F.G. - 15x500 - 6 BLDGS. DEST. 4 DAM.
15 MAR. 324 F.G. 23x500 RDX - 8 HITS T/A NRO

324 F.G. 22 JAN. (ALT. T.)

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...NONE COVERED

D. MISC:

1. SUPPLY DEPOT AT R-199555 PRINTS 5064--66 SCALE 1/6000 ---------------PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW THE FOLLOWING DAMAGE. A DIRECT HIT DESTROYED ABOUT 20 PER CENT OF A LARGE 240 X 60 FEET 2 STORY BARRACKS TYPE BUILDING AND PROBABLY BADLY DAMAGED THE REST OF THE BUILDING. A NEAR HIT BY A LARGE BOMB PROBABLY DAMAGED A SIMILAR BUILDING. 2 NEAR MISSES PROBABLY DAMAGED A THIRD SUCH BUILDING. ANOTHER NEAR MISS BETWEEN TWO MORE OF THESE BUILDINGS PROBABLY CAUSED MINOR DAMABE. ROOG OF A 150 X 90 FOOT BUILDING SHOWS SOME DAMAGE. NOTE----THERE IS A 54 FOOT AXX CROSS IN THE CENTER OF THE COURTYARD AND TWO ADJOINING 240 X 60 FOOT 2 STORY BARRACKS HAVE RED CROSS SYMBOLS ON THEIR ROOFS. THERE IS AN OLD RED CROSS SYMBOL IN THE COURTYARD ALSO. (US/162/363)

.12 30 H
2/2/45
US/162/363

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D. MISC:
1. SUPPLY DEPOT AT R-199555 PRINTS 5064-66 SCALE 1/6000
------------ PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW THE FOLLOWING DAMAGE: A DIRECT HIT DESTROYED ABOUT 20 PER CENT OF A LARGE 240 X 60 FEET 2 STORY BARRACKS TYPE BUILDING AND PROBABLY BADLY DAMAGED THE REST OF THE DUILDING. A NEAR HIT BY A LARGE BOMB PROBABLY DAMAGED A SIMILAR BUILDING. 2 NEAR MISSES PROBABLY DAMAGED A THIRD SUCH BUILDING. ANOTHER NEAR MISS BETWEEN TWO MORE OF THESE BUILDINGS PROBABLY CAUSED MINOR DAMAGE. ROOF OF A 150 X 90 FOOT BUILDING SHOWS SOME DAMAGE. NOTE------THERE IS A 54 FOOT CROSS IN THE CENTER OF THE COURTYARD AND TWO ADJOINING 240 X 60 FOOT 2 STORY BARRACKS HAVE RED CROSS SYMBOLS ON THEIR ROOFS. THERE IS AN OLD RED CROSS SYMBOL IN THE COURTYARD ALSO. (US/162/363).

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V 2 - 102	28 Feb 45	US34/3475	(a) still marked as an hospital.

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Hospital

B4

TARGET NO. V 2-102 TYPE: a. Barracks b. Rail Head & Supply COORD: a. WR 199555 b. WR 206560

Source and Date. Photo Interpretation

BERGZABERN

Comments: a. Barracks: 10 large barracks bldgs., 3 or 4 story type. 3 large
and 1 small storage sheds. This area was previously marked as a hospital with a
red cross on cover of Dec 17. On cover of Jan 1, there is no marking indentifying
it as a hospital. While there is very little evidence of activity on the photos
of Jan 1 the Battle Order section reports the growing importance of Bergzabern
as a military center, as an assembly center for both troops and supplies.
Rail Head & Supply Point: Area consists of 18 supply-type sheds located along a
RR spur. Previous bombings have destroyed 5 or 6 sheds in the section indicated
on target photo. Recent PW reports claim the rail facilities of Bergzabern
have been repaired and are now in use. No activity seen on photos of Jan 1.

US34/3261 4188

Date sent Photo Center 13-1-45

Date returned from P.C.

Date furnished ASC & XII TAC

Med (a)
T13 (b)

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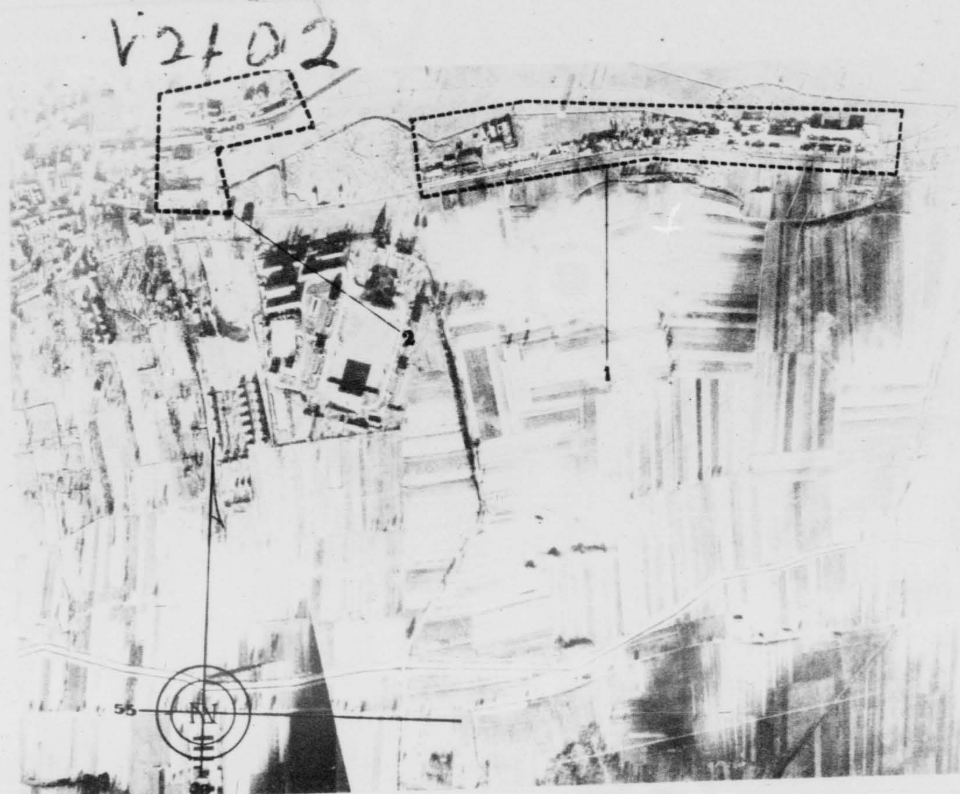


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CONFIDENTIAL
12 Dec 44

NINTH AF 2ND PHASE INTERPRETATION REPORT US 10/L 509

(a) LOCALITY: Bergzebern Supply Depot (GSGS 4416/V2-R/208560).
(b) SORTIE: US 31/3739 SCALE: 9,500 F.L.: 24"
(c) DATE: 12 Dec 44 HOUR: 1320 A
(d) PERIOD UNDER REVIEW: This report covers all damage to the target to date.
(e) COVER: The target is covered on good quality prints.
(f) STATEMENT:
1. One large warehouse is 80% destroyed and one 20% destroyed. One small warehouse is destroyed and five are damaged. Slight damage has been done to open stores and also to the rail spur. One medium size warehouse has been damaged by near misses. Six goods wagons have been damaged.
2. One building has been very severely damaged. Some open stores have been damaged or destroyed. The railline has received at least three hits but repairs have been made and the traffic resumed. A large concentration of craters is seen outside the target area to the north.
(g) ACTIVITY: No other activity is observed.

ANNOTATED PRINT: 1046, 1058 SORTIE: US 31/3739-1046,48,58,62
CONFIDENTIAL HOUR: 1320A DATE: 12.12.44
20th P.I.D. at Hq 10th R.G. DISTRIBUTION NO. 100

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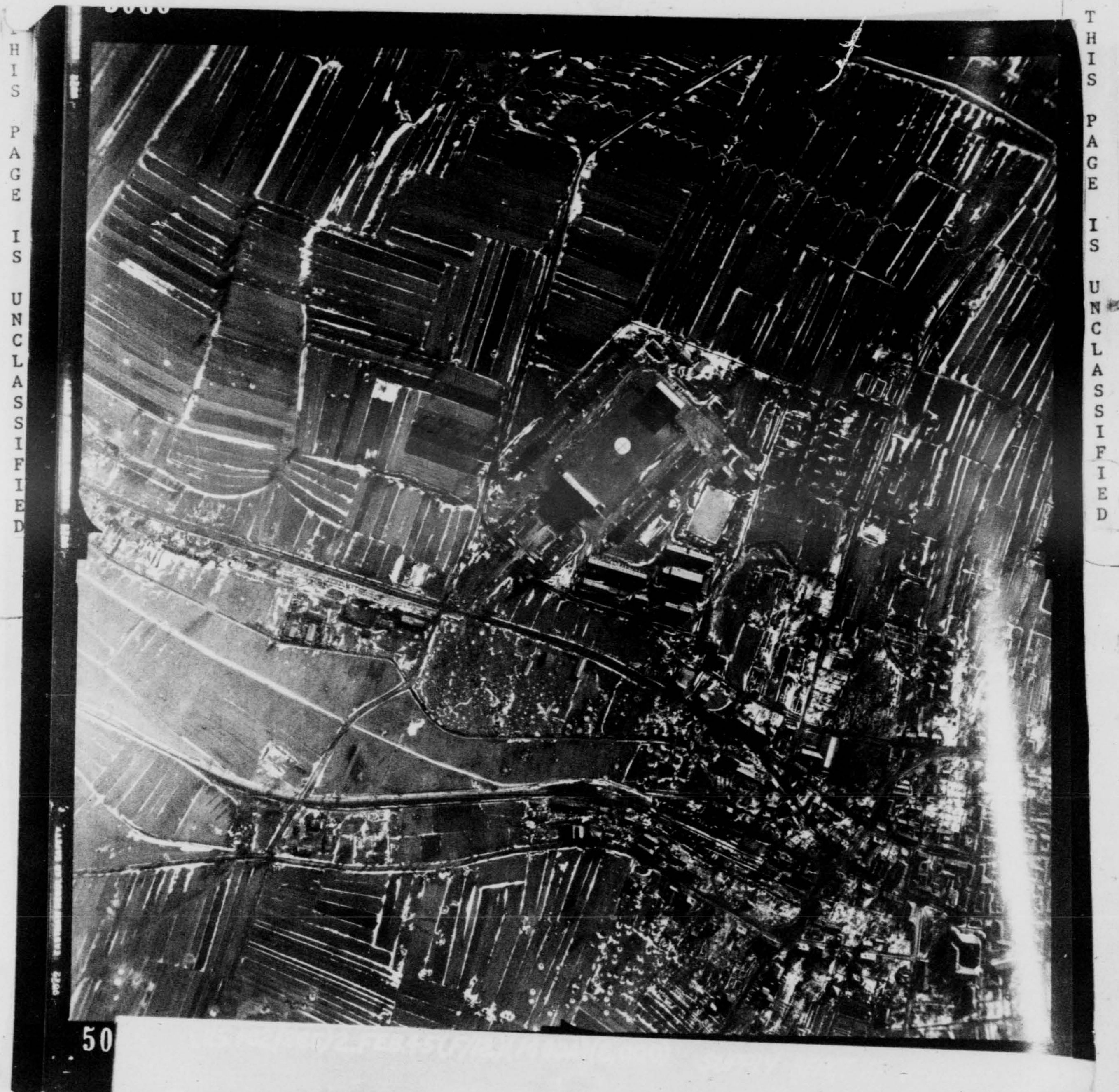
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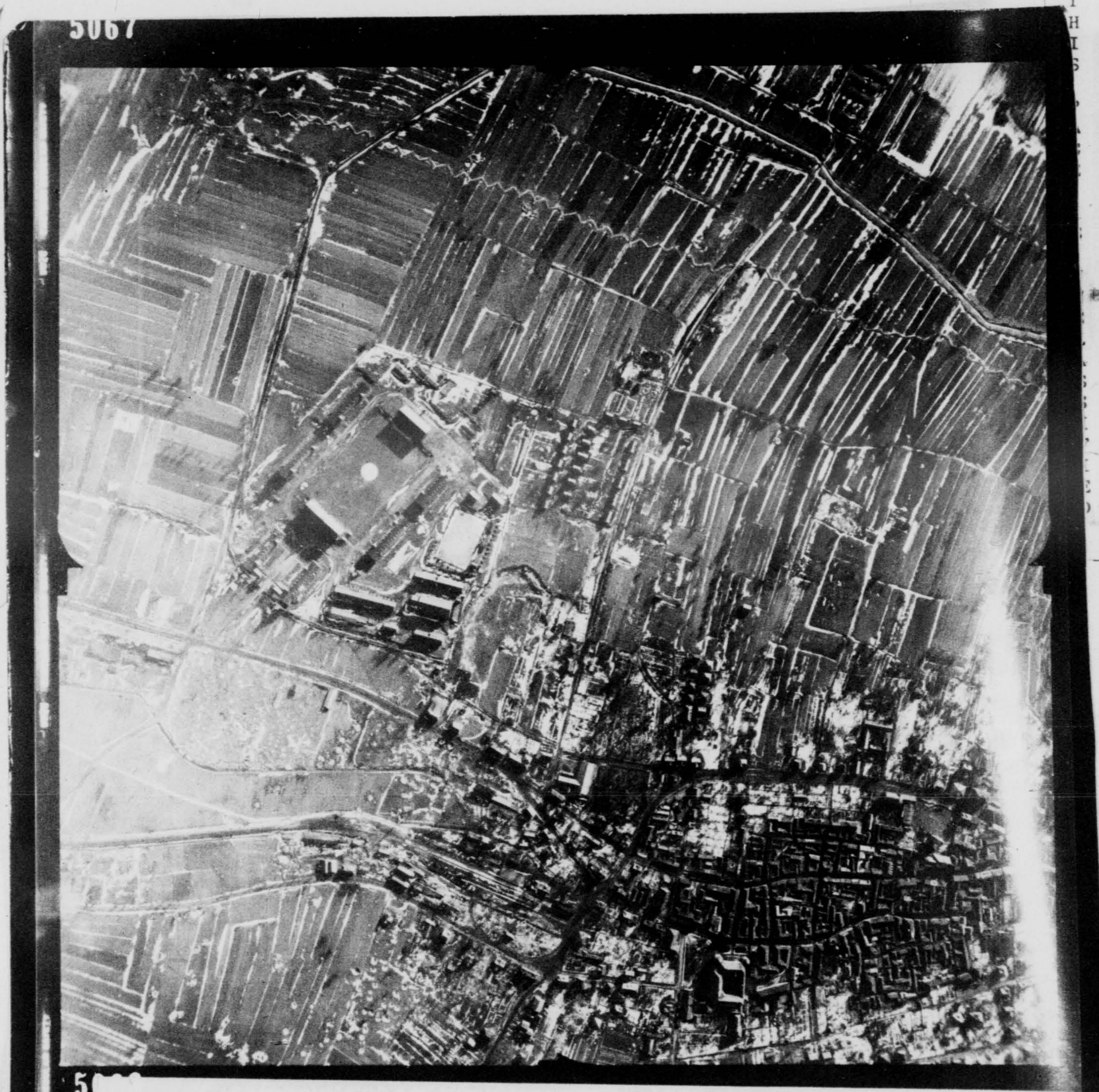
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EXTRACT FROM 1st PHASE P.I. REPORT

SORTIE	TIME	DATE	REF. NO.
US/34/3647	1435A	23 Mar 45	&/524

* * * * * * * * * *

1. Necharlez RR/B R-938829

Prints 3032-33. Scale 1:10,000.

Complete cover excellent quality. There are three hits on the West abutment which have cut track and made holes in roadbed and nearly cut west span from the abutment. The center span and east span have been damaged. Two supporting columns have probably been damaged. Bridge unserviceable. 1,700 feet east of the bridge a train appears to have seven cars derailed.

* * * * * * * * *

34 Photos (dupl)

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EASTMAN REGULAR SAFETY
3033
(U.S.34/3647)23.MAR.45(F/24)(1435A)(20,000)

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EXTRACT FROM 1st PHASE P.I. REPORT

SORTIE	TIME	DATE	REF. NO.
US 162/779	1405A	22 Mar 45	Y/519

* * * * * * * * *

1. Malsheim A/F R-865205.
Prints 0020-22. Scale 1/6,000.
Low oblique small scale photos looking north show the 7 A/C reported in the northeast dispersal area on US 162/743 19 Mar 45 to be absent. Because of shadow no statement concerning A/C in northwest dispersal areas can be made. Runway and main part of landing ground serviceable.

2. Stuttgart/Boblingen A/F
Prints (oblique) 0014-15 Scale 1;6,000. Complete coverage on good oblique photos shows eight A/C present. One probable HE 111 in southwest corner of A/F, 5 probable HE 111, position unchanged since 13 March in east dispersal and 2 probable HE 111 along north edge of A/F. Only change since 13 March is departure of HE 111 A/C from east dispersal. There is probably major repair or assembly of HE 111 A/C continuing at this A/F. A strip on the A/F is serviceable.

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EXTRACT FROM 1st PHASE P.I. REPORT

SORTIE	TIME	DATE	REF. NO.
US/34/3530	1650A	13 March 45	X/462

*   *   *   *   *   *   *   *   *

3. Mannheim M/Y R-59.

Prints 3056-64. Scale 1:10,000.

Photos of fair quality and complete cover show almost all the Mannheim rail comflex to be serviceable and thru traffic is possible in all directions. The Rhine bridge at R-523983 appears intact and serviceable. There is little activity in the main passenger station and station sorting sidings. Most of the equipment and rolling stock in this area appears burnt out. Two engines under steam. However traffic is very heavy in the main freight sidings at R-573953 at least 10 engines under steam. Engine sheds active. All sections of freight M/Y 75% or more occupied. An estimated 2500 cars are present. All sidings appear serviceable.

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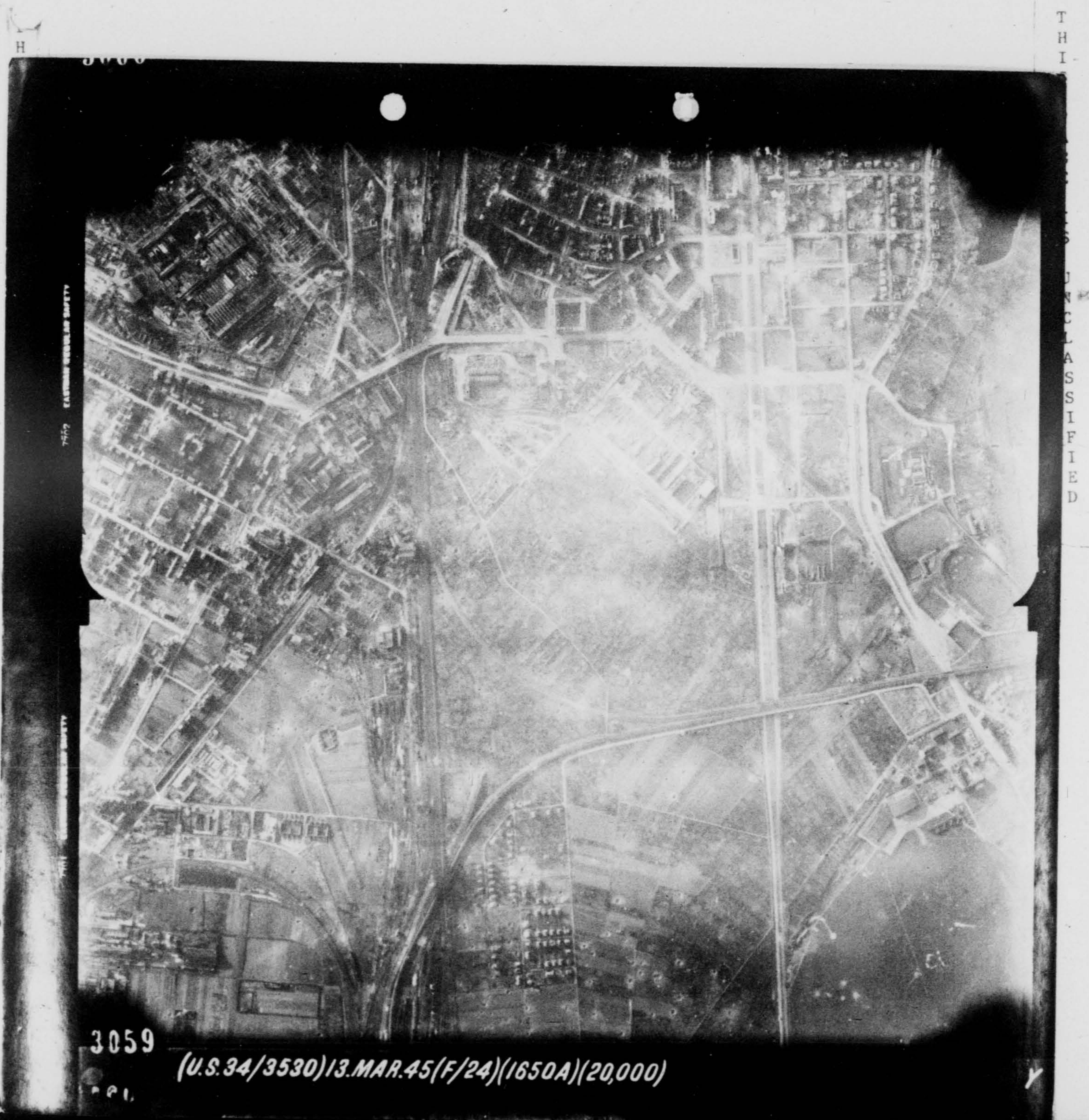
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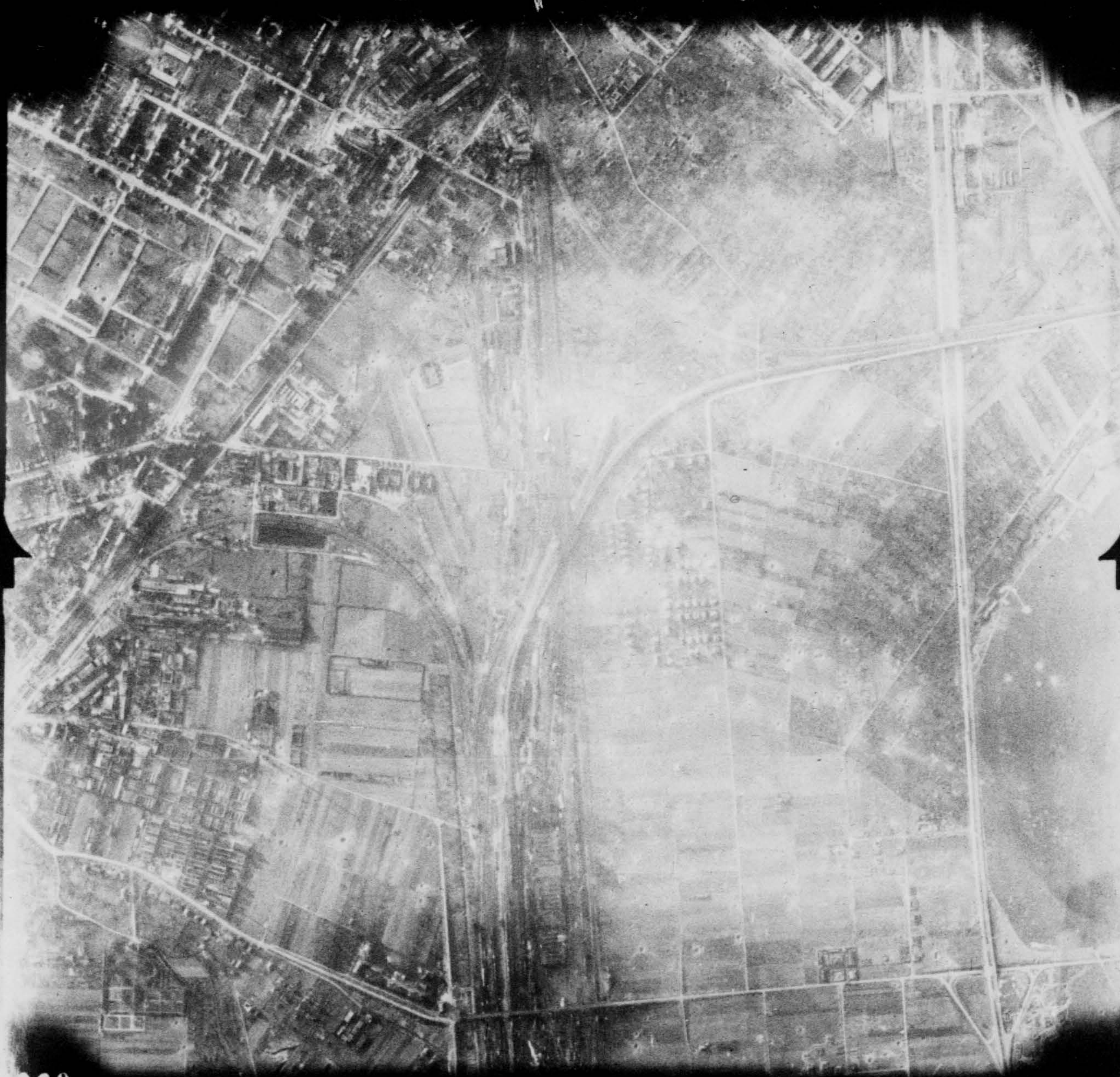


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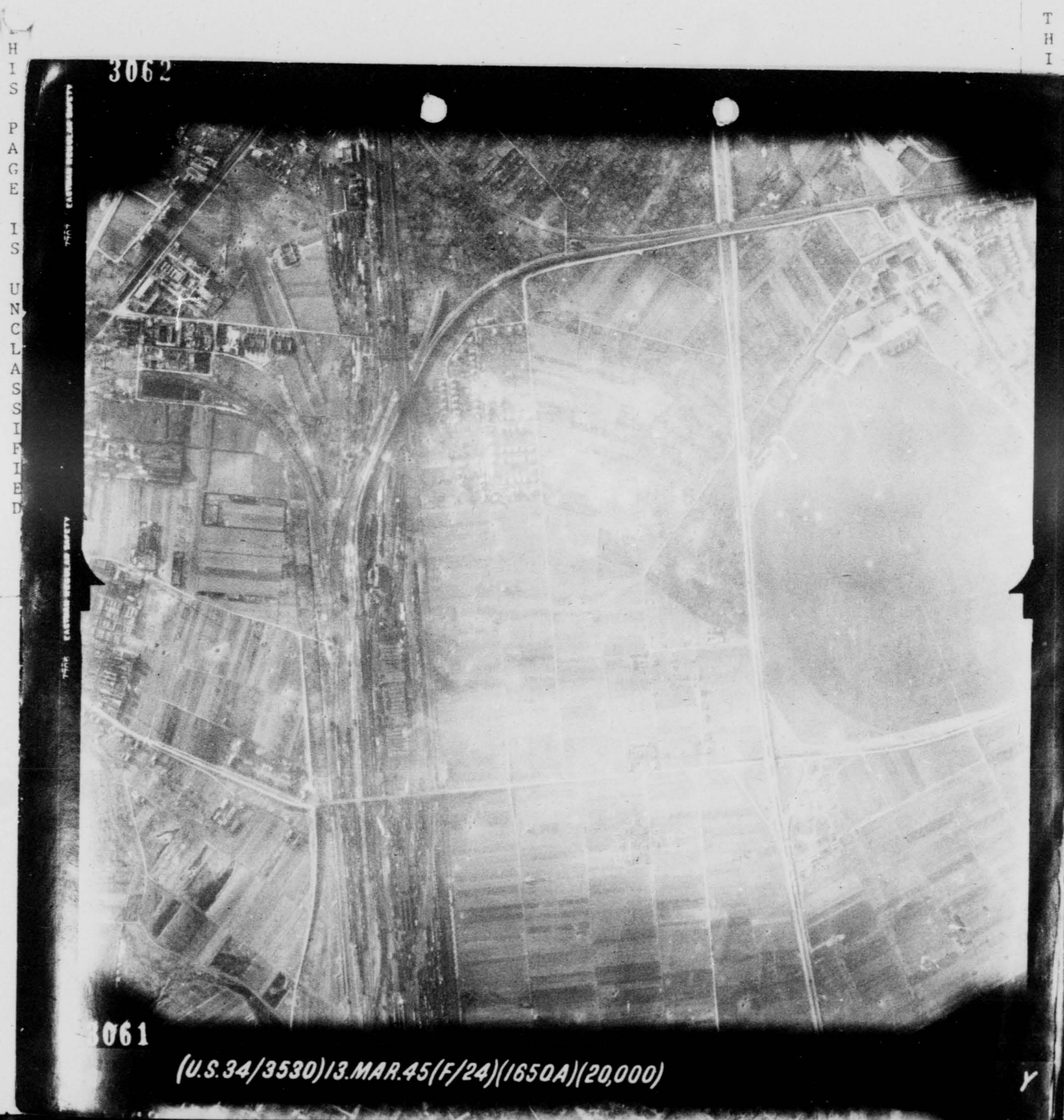
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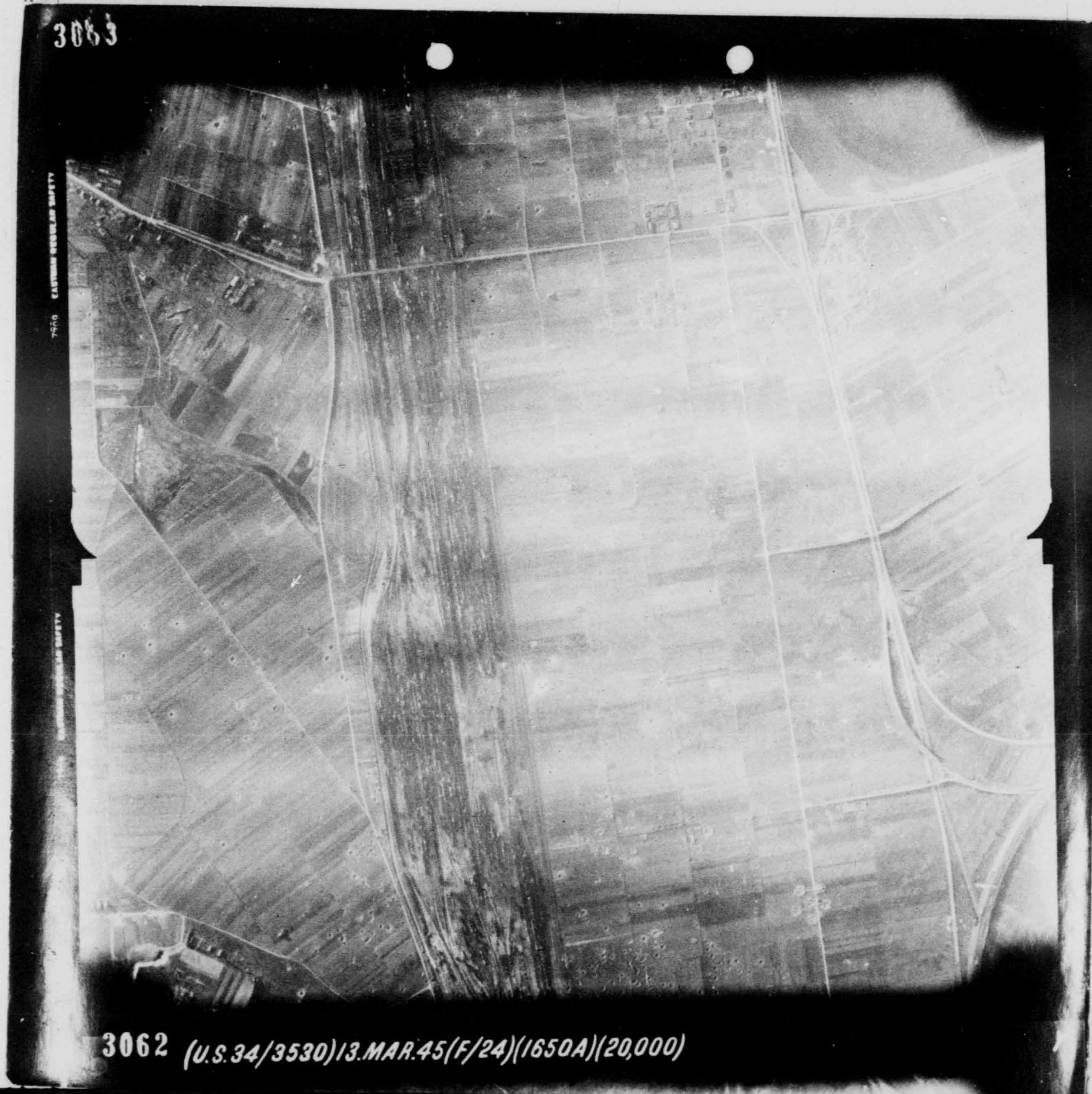
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EXTRACT FROM 1st PHASE P.I. REPORT

SORTIE	TIME	DATE	REF. NO.
162/572	1530A	1 Mar 45	Y/445

* * * * * * * * *

1. RR/BR at M-178016
------------------ Prints 5028, 31-36. Scale 1:20,000
Complete cover good photos shows bridge flooring and possibly one of the beams has suffered severe blast damage near center. No apparent damage to concrete pillars. Rail line has been relaid over cut on east approach. Eight rail cars east of bridge burnt out. Bridge unserviceable.

2. M/Y at Mannheim.
--------------- Prints 0013-15, 0032-34. Scale 1:2,000
Partial cover oblique photos looking over the freight yards shows approximately 20 fires burning in west bound sorting sidings. There are also several large fires in east bound reception sidings. There are large clouds of smoke rising from region of west end of freight yards into the city and south.

3. M/Y at Heilbronn, S-065605.
-------------------------- Prints 0026-30. Scale 1:2,000
Cover on oblique photos looking east shows largest buildings at rectangular rail junction are all ablaze. Also number of fires in south yards. A few minor fires are seen north of transhipment yards. Number of residential buildings in town are burning. Rest is smoke obscured.

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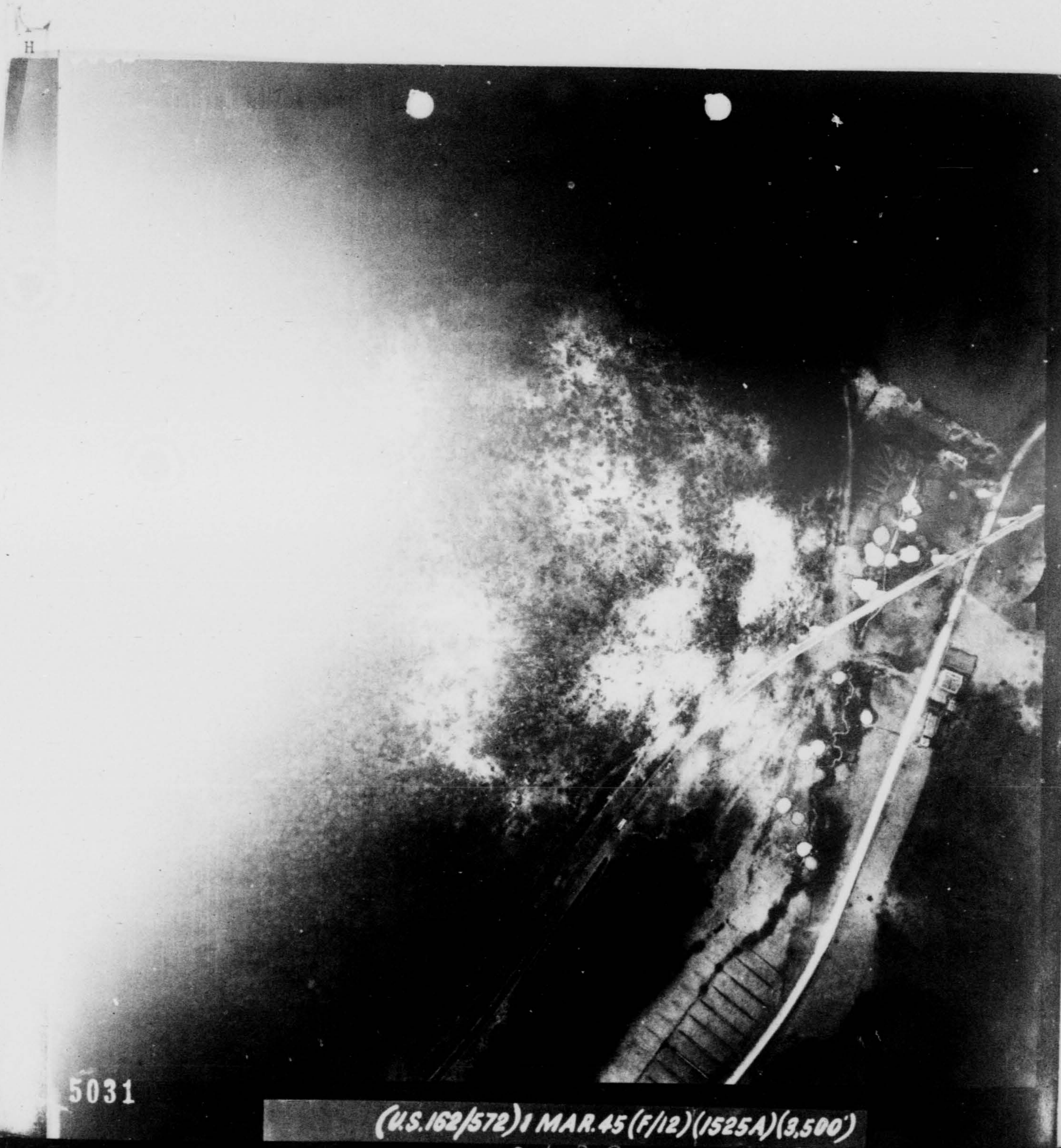
(U.S.162/572) 1 MAR.45 (F/12) (1525A) (9,500')

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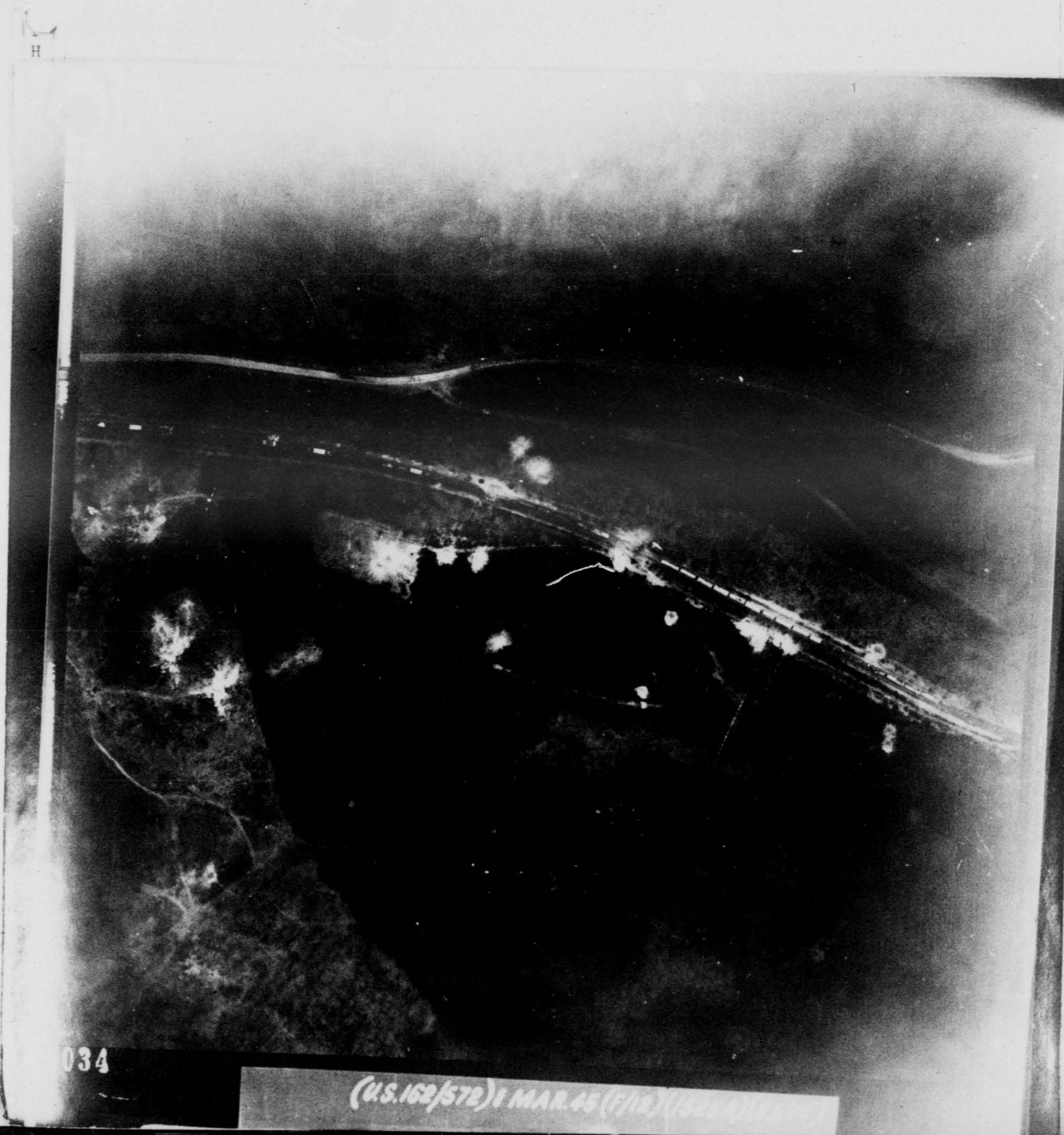
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(U.S.162/572) 1 MAR.45 (F/12)(1525A)

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(U.S.162/572) 1 MAR 45 (F/12) (1025A) (9,500')

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5036

(U.S.162/572) 1 MAR.45 (F/12) (1525A) (9,500')

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3 (US162/572) 1 MAR 45 (F/12) (1525A) (3500)

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0015

(VS162/572) 1 MAR 45 (F/12) (1525A) (3500)

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0015 (US162/572) 1 MAR 45 (F/12) (1525A' (3500)

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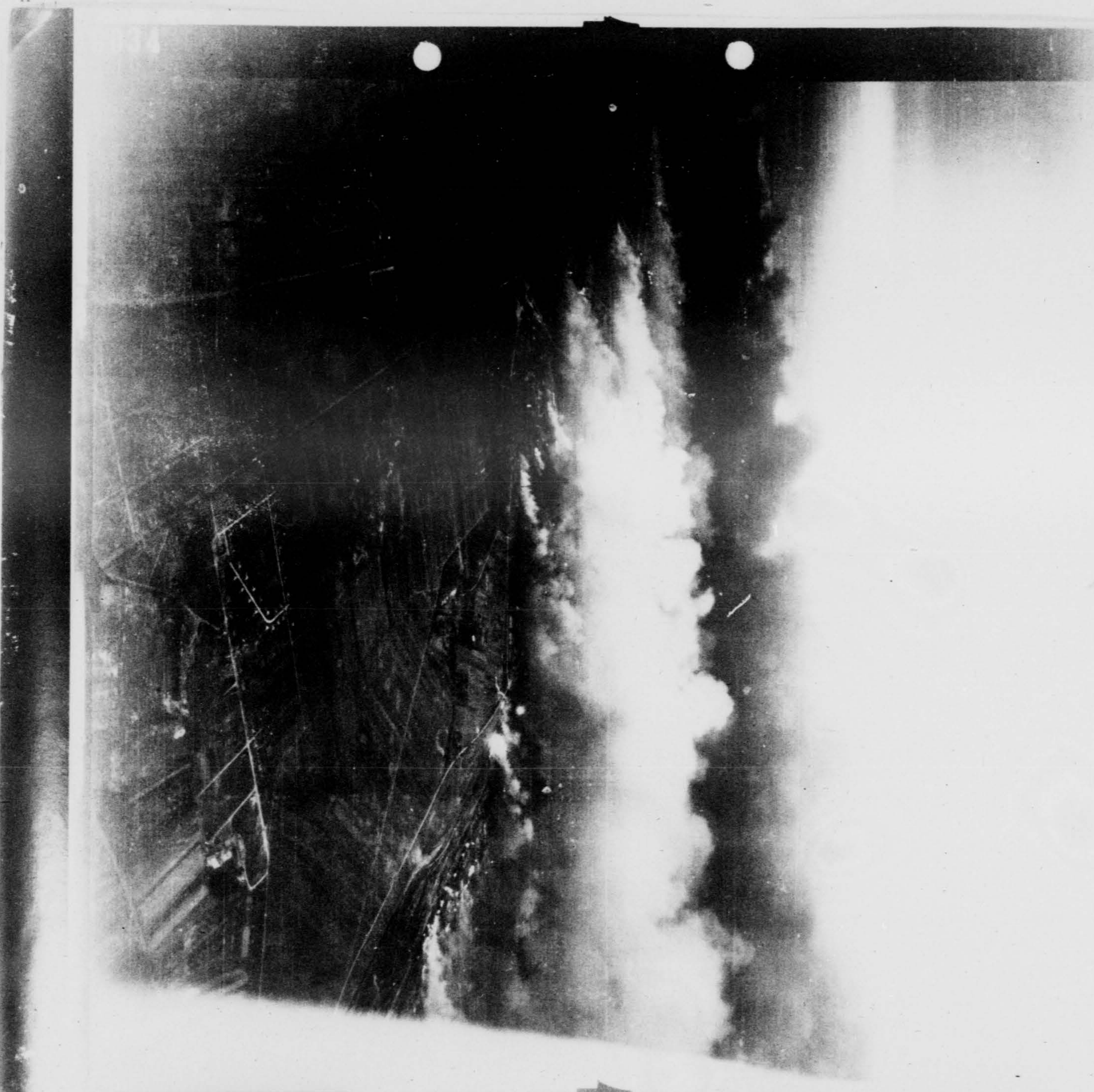
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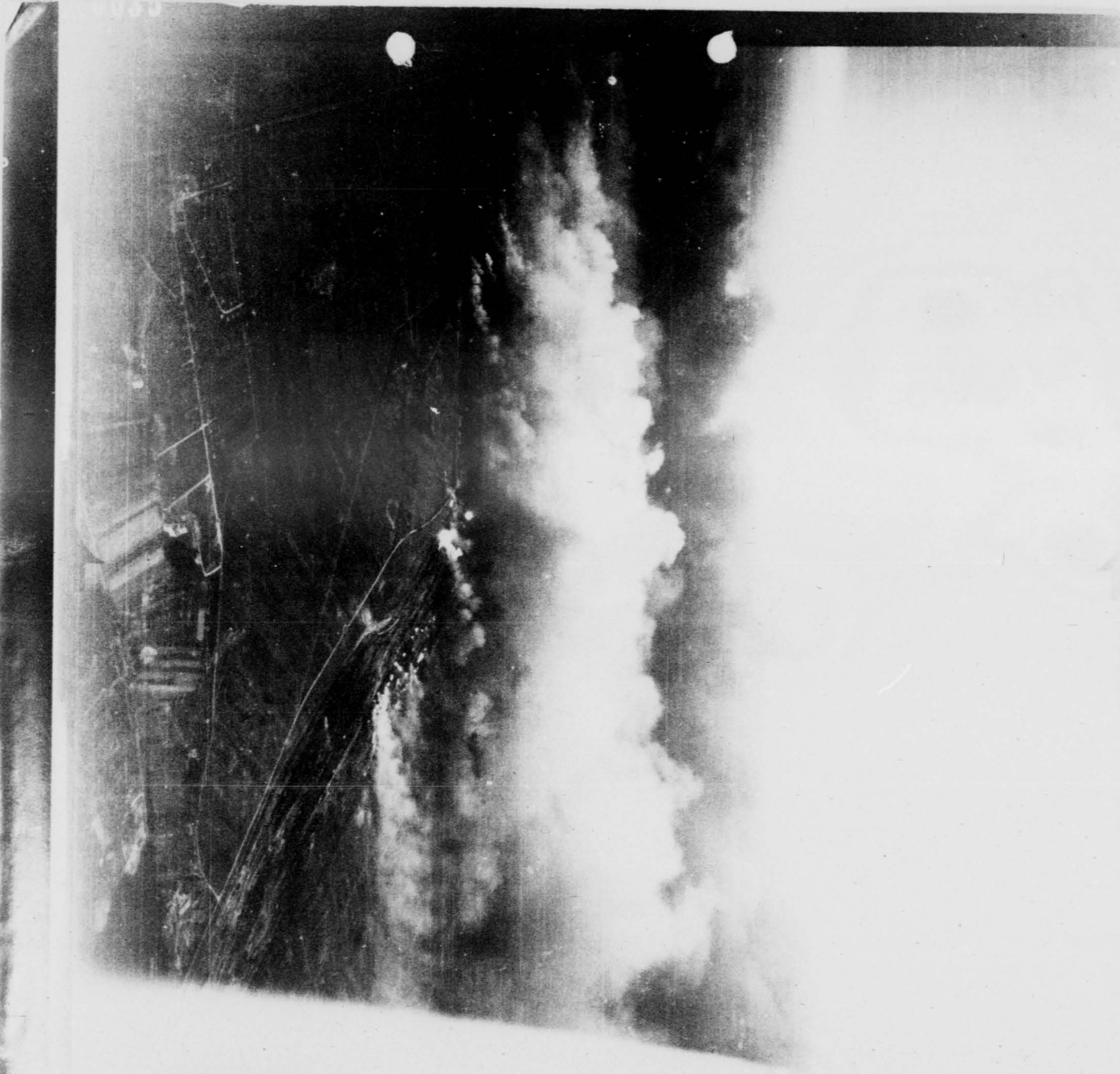
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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON 25, D. C.

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Photo Interpretation Reports

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*V2-115 DIERBACH F/B (B)
(WR-239536) 6310-4
(BARRACKS)

50 F.G.	13 FEB.	24X500 - 2 BARRACKS DEST.
358 F.G.	14 FEB.	8X460 4X500 - ABTA - NO CLAIMS
371 F.G.	14 FEB.	16X500 8X75 - ABTA. - 4 BLDGS. DEST.
324 F.G.	16 FEB.	12X500 4X460 1X100 - DEST. 12 BLDGS. LARGE FIRE IN N.E. CORNER. - SMOKE TO 5,000'.
10 FEB.	324 F.G.	

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XXX
X-16-2

6310 C-XII

TARGET NO. V2-115 TYPE: Barracks COORD: a. WR 239536
b. WR 236536
c. WR 224538

Source and Date. Photo Interpretation 27 Jan 45 B

DIERBACH

Comments: GROUND INFORMATION: NONE

PHOTO INTERPRETATION: (a) Ten bldgs., appear masonry-brick type, two or more stories. Typical Seigfried Line barracks. (b) Ten bldgs. similar to "a". Checked on US34/3306 #4070-1, 15 Jan 45, US34/3132--3099/3100, 2 Dec 44, and on US34/3034, 4062-3 of 12 Oct 44. Areas are being used as of 15 Jan. Some track activity and signs of use. (c) 10 bldgs.-- similar to "a" and "b". Some signs of activity, checked on US34/3306 4072-73. Not too active.

Targeted on US34/3034, 12 Oct, 4062. Checked on 15 Jan 45.

Date sent Photo Center 28-1-45

F/B

Date returned from P.C. 29-1-45

Intentions 10 Feb

Date furnished ASC & XII T.C 29-1-45

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*V2-104 DREIHOF F/B (B+)
(WR-326688)
(SUPPLIES + BARRACKS)

26 JAN. 371 F.G. 24 X 500 8 X 100 FIRE STARTED 2-3 BLDGS.
1-3-45 - 20 X 500 - 358 F.G. - 3 SMALL BLDGS. DAM.

23 JAN. 324 F.G. (ALT.T.)

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13-3-4
1445

BARRACKS AREA AT R-326688 (BDA) PRINTS 3038-40
---------------------------- COMPLETE COVER GOOD QUALITY. AT LEAST
FIFTEEN NEW CRATERS SINCE 29 MAR. 45 SCATTERED THROUGHOUT AREA HAVE
CAUSED NO DAMAGE TO BARRACKS. IN AREA SOUTH OF RR, ONE-FOURTH OF THE
100-FT. WING OF AN "L"- SHAPED BUILDING HAS BEEN DESTROYED. ONE-THIRD
OF A 50-FT. RECTANGULAR BUILDING HAS BEEN DESTROYED.

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V2-104 - VERIFIED BY CAPTURED DOCUMENT.
REF. VI CORPS - 11-1-45 - PERIODIC REPORT.
#155

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XII Tac

TARGET NO. V2-104 TYPE: Supply & Barracks COORD: WL 326608

Source and Date. Photo Interpretation 17 Jan 45

B+

Comments: [illegible]
GROUND: NONE
PHOTO: Studied on good scale Tac/R photos-- US162/266 5013 of Jan 7. Bldgs. definitely used. Much fresh track activity in snow. Indication is that bldgs. are used to store supplies. Good road network. Numerous slit trenches throughout woods.
US34/3153 [illegible]

V2 - 104 29 Jan '45 US34/3335 Some damage among farm buildings to S. Target itself undamaged.

Date returned from P.C. 18-1-45

Date furnished ASC & XII TAC 18-1-45

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V 2 - 107	2 Mar 45	US34/3430	Many craters in area, but no stereo-cover is available and damage to buildings cannot be estimated. No activity visible.	8

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*V2-107 LUDWIGSWINKEL F/B (B+)
(WQ-949527)
(M/T & SUPPLIES)

20 Feb { 16x500 / 8x460 } - all D/H Target destroyed
25 FEB - 358 F.G. - 23X500 / 8X460 - GOOD CONCENTATION OF HITS - 5 BLDGS. DAM.

17 FEB. 358 F.G.

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PROV RECON GROUP(XII TAC) P I R NO. 288 (FIRST PHASE)

SORTIE USED:

SORTIE	TIME	DATE	REF NO	REQUEST NO
US34/3306	1425A	15/2/45	Y/402	NONE

A. AIRFILEDS: NONE COVERED

B. ROADS, RAILROADS AND BRIDGES: NONE COVERED

C. ~~GUN~~ POSITIONS: NONE COVERED

MISCELLANEOUS:
M/T AND SUPPLY DEPOT NEAR LUDWIGSWINKEL Q-950530 PHOTOS 32 3121-24
SCALE 1:9,500

COMPLETE COVER ON POOR PRINTS SHOWS 18 NEW HITS APPROXIMATELY 1,400 FEET WEST OF THE AREA AND PROBABLY 25 OLD SNOW COVERED CRATERS SCATTERED AROUND THE VICINITY. ALL CRATERS ARE SMALL, MEASURING NO MORE THAN 10 FEET IN DIAMETER.

ONE 50 FOOT RECTANGULAR BUILDING AT Q-946529 HAS PROBABLY BEEN ONE QUARTER DESTROYED. THREE RECTANGULAR BUILDINGS 30 TO 50 FEET LONG HAVE POSSIBLY SUFFERED SLIGHT DAMAGE.

VERY LITTLE ACTIVITY IS NOTICEABLE.

US/34/3306
15-2-45
V2-107

MOL Hit again - n.20 f.l

WALKER

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1. BARRACKS AREA Q-949527 PRINT 3012 SCALE 1:10,000
COMPLETE COVER ON SINGLE PRINT SHOWS AT LEAST
[illegible] VVO
16 CRATERS IN GENERAL AREA OF BARRACKS. TWO NEAR MISSES MAY HAVE
CAUSED BLAST DAMAGE ON TWO BUILDINGS. NO VISIBLE DAMAGE.
M
- - - 34/3480...

- - WALKER - - -

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XII TAC

TARGET NO. F2 - 107 TYPE: M/T & supplies COORD: [illegible]-46527

Source and Date. Ground Info: & Photo Interpretation. ~~B~~

Comments: LUDWIGSWINKEL:
Ground Info: On 10 Jan, 25 GV Div Trains were in barns in LUDWIGS-WINKEL ([illegible]). Exact location not known (Source: IPW Report 711, 15 Jan 45). Photo Int: Area consists of 4 barracks type bldgs (3 or 4 story) one long M/T shed. Tracks leading directly up to the barracks type bldgs., indicate these are probably used for storage. 3 M/T within area. Intense track activity seen on roads leading to area, and within area. Two sets of tracks lead into woods immediately N. of area. They are probably using the woods as a parking lot to conceal the vehicles.
Sortie: [illegible]/5004: 3123., 17 Jan 45.

C

Date sent Photo Center 19-1-45.

F/B

Date returned from P.C. 21-1-45

Date furnished ASC & XII TAC 21-1-45

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* V2-111

LAUTERBOURG F/B (B+)
(WR-327429)
(BARRACKS + SUPPLIES)

21 FEB. - 324 F.G. - 12X500 4X460 2X100 W/P. - TOO HAZY TO SEE RESULTS.
25 FEB. - 358 F.G. - 16X500 8X460 - NO CLAIMS
25 FEB. - 358 F.G. - 16X500 8X460 - NO HITS IN AREA
1 MAR - 86 F.G. - 44X500 - 1 BLDG. DEST. - 2 BLDGS. DAM. LARGE RED EXPLOSION IN T/A.
~~2 MAR - 86 F.G. - 49~~
9 MAR. - 86 F.G. - 22X500 G.P. - ABTA - 3 BLDGS. DEST.
13 MAR. - 86 F.G. - 8X500 - SUPPLIES - DEST. 1 BLDG. DAM. ONE
13 MAR. - 86 F.G. - 8X500 - BARRACKS - DEST. 1 BARRACKS DAM. 1 BARRACKS - STRAFED AREA

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2. SUPPLY DUMP R-327429 PRINTS 3046-48 , 4046-48 SCALE 1/10,000
------------------COMPLETE COVER OF FAIR QUALITY. AT LEAST
6 HITS IN AREA HAVE ~~A//~~ CAUSED NO DAMAGE EITHER TO SUPPLY
DUMP OR ~~BARRARC///~~ BARRACKS AREA.

23/1/45

WALKER

BT011520A
MIN
CORR: UNDER B. IN 1. IN 4TH LINE LAST TWO GROUPS ARE NORTH-WEST IMI
NORTH-WEST..
CORR: UNDER D. IN 1. IN 3RD LINE WA 110 INSERT FOOT IMI INSERT FOOT...
SENT RA AR KK
+//// LCK
LCIK R AT 01/1625A CHERVE AR KKK
LGNT R AT 01/1625A V7 K
LVCX R 01/1625A DRH KKK
AAT RD 01/1625 MM B(0 TO LVCX) K

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D. MISC:

13-3-45
1445A

SUPPLY DUMP AT R-327429 (BDA) PRINTS 4066-67; SCALE 1:10,500
---------------------------- COMPLETE COVER GOOD QUALITY. ONE 80 FT.
RECTANGUALAR BUILDING DESTROYED. PROBABLE WALL DAMAGE TO TWO ADJACENT
RECTANGULAR BUILDINGS.

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34/3445

D. MISCELLANEOUS.
[illegible]-316415 PHOTOS 4003-4,3003-4. SCALE 1:10,500 V2-111 · 37 22-2-45
------------------ PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW NO
HITS IN TARGET AREA. NO DAMAGE.

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XII TAC

TARGET NO. V2-111 TYPE: a. Supply b. Barracks or HQ COORD: a. WR 327429 b. WR 316418

Source and Date. Ground and Photo 24 Jan 45

LAUTERBOURG

Comments: GROUND: Regt'l and Bn trains in Lauterbourg 16 Jan. (7 Para Div). Officer PW. Although he does not know for sure he believes the Div CP to be in Lauterbourg also. Source: IPW Report No. 725, 20 Jan 45.
Photo Interpretation: a. Six bldgs. along main highway. Amount of fresh track [illegible] supplies or barracks. (b) six large [illegible]

V2-111 8 FEB 45 US34/3349 a) 1 M/T visible

b) Approx. 6 M/T

Date sent Photo Center 25-1-45

Date returned from P.C. 29-1-45

Date furnished ASC & XII TAC 29-1-45

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SUPPLY DUMP AT R-380504 (BDA) PRINTS 4056-57
---------------------------- COMPLETE COVER GOOD QUALITY. AT LEAST TWENTY-THREE CRATERS SCATTERED IN AREA. ONE SMALL AMMO STORES BUILDING TWENTY-FIVE FEET LONG DESTROYED. CORNER DAMAGED ON ONE SUPPLY-TYPE BUILDING [redacted] SEVENTY-FIVE FEET LONG. PREVIOUSLY REPORTED RAIL CUT NOW REPAIRED. AND SERVICEABLE.

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*V2-113 WORTH F/B (B+)
(WR-380504)
(SUPPLY + AMMO)

14 FEB. 358 F.G. 24x500 - 2 FIRES STARTED - 2 BLDGS.
14 FEB. 371 F.G. 24x500 - N.R.O.
14 FEB 324 F.G. 8x500 4x100 - DEST. 2 BLDGS. E. of TGT. NRO
14 FEB. 324 F.G. - 16x500 6x100 - 2 O/H CAUSING LARGE EXPLOSION CLAIM - 1 DUMP DESTROYED
~~10 FEB. 324 F.G.~~
16 FEB. 50 F.G. - 6x500 GP 2x460 INC. - NO CLAIMS
1-3-45 - 50 F.G. - 5x500 1x260 - 1 LARGE BLDG. DAM. NO OTHER CLAIMS.

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D. MISC:

1.2-113
US/102/154
25 Feb

SUPPLIES AT WORHT (BDA) R-381502 PHOTOS 5012-14 SCALE 1/5,500
COMPLETE COVER FIAR QUALITY SHOWS AT LEAST [redacted]8 CRATERS
IN AREA DESTROYING ONE RECTANGULAR BUILDING AND [redacted]CUTTING
ONE RR/LINE ON LEFT FORK OF [redacted]RAILWAY.

WALKER

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Mdl

TARGET NO. V2-113 TYPE: a. Supply b. Barracks c. Supply d. Ammo COORD: a. WR 380504 b. WR 383503 c. WR 381502 d. WR 382501

Source and Date. Photo Interpretation 27 Jan 45

Comments: WORTH

B+

GROUND INFORMATION: One ground report listed ammo storage in woods S of Worth
It did not coincide with this area.
PHOTO INTERPRETATION: (a) 11 typical supply-type bldgs. well concealded in
wooded area. Difficult to see when foliage is on trees. Track activity indicates
that it is active. (b) 3 typical barracks-type bldgs. (c) 8 supply-type bldgs.
similar to "a". Appears active. Well concealed. (d) 8 typical ammo-type bldgs.
--- good roads serving area.

US34/3301 4040 14 Jan 45

Date sent Photo Center 28-1-45

Date returned from P.C. V4-1-45

Date furnished ASC & XII TAC V4-1-45

F/B

X-15-2

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0458


4057 (U.S.34/3521)13.MAR.45(F/24)(1445A)(20,000)SUPPLY R-380504
N
A-1113
4058

0459

*U1-54 HOMBURG F/B (B)
WQ-702808
(SUPPLY DEPOT)

MAR. 2 - 27 F.G. - 18x500 - 6 BLDGS. DEST.
1 FIRE STARTED - DUMP
MAR. 13 - 86 F.G. - 8x500 G.P. - DAMAGED.
8 NAPALM

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15 March
US/34/35 6.4

4. SUPPLY AND BARRACKS AREA AT Q-700810 HAS ONE 200-FT. BARRACKS ONE-HALF DESTROYED, TWO BARRACKS ONE-FOURTH DESTROYED AND ONE 120-FT. BARRACKS COMPLETELY DESTROYED. A 450-FT. RECTANGULAR BUILDING IS ALMOST COMPLETELY DESTROYED, AND A 300-FT. BUILDINGS IS COMPLETELY DESTROYED. SEVERAL SMALLER SHEDS HAVE BEEN DESTROYED OR SERIOUSLY DAMAGED.

0461

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13-3-45
16,500
U1-54

3. SUPPLY DEPOT Q-702808
PRINTS 5043-45. SCALE 1:6,000.

PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW NO NEW DAMAGE SINCE COVER US 34/3279. THIS AREA HAS BEEN DEVESTATED BY OVER 100 HITS IN THE TARGET AREA, AND ACCORDING TO TARGET PHOTO U1-54 THE AREA IS NOT IN USE. NO ACTIVITY VISIBLE.

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15 March

US/34/3564

7. FACTORY AREA AT Q-701799 HAD ROOFS OF ALL BUILDINGS SERIOUSLY DAMAGED OR PARTIALLY DESTROYED.

8. FACTORY AREA AT Q-698789 HAD ONE 150-FT. BUIDLING THREE-FOURTHS DESTROYED, A 150-FT X 170-FT. BUILDINGS HAD ROOF 1/2 DESTROYE, AND SUFFERED WALL DAMAGE.

THE TOWN IS NOW APPROXIMATELY SIXTY PER-CENT DESTROYED. POSSIBLE FUTURE TARGETS ARE M/Y , FREIGHT STORAGE YARD, AND FACTORY AREAS.

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SC[illegible] AG (703809). Produces a/c. Employs 1800 workers.

ST[illegible]WERK. (713811). Hit in attack in Sept 44 and 50% destroyed.

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TARGET NO. U1-54 TYPE: Supply Depot COORD: [illegible] 702808

B

Source and Date. GROUND INFORMATION (14 Feb 45) and PHOTO INT (~~14 Feb 45~~) 16 JAN 45

D

HOMBURG

Comments: ~~GROUND INFO~~: Supply center W of Homburg, 1km from the town, in wooden barracks located 700 meters South of the Homburg-Neunkirchen road. (Source: SRO, 14 Feb 45.)
PHOTO INTERPRETATION: Area as anotated on target photo is remaining serviceable area of large supply depot. Area cross-hatched has been bombed out, and is not in use. Moderate track activity can be seen on good road system which services the area. Area is served by road only.

Interpretation from US34/3319 16 Jan 45
Targeted on US34/3279 3109 5 Jan 45

F/B

Date sent Photo Center 21-2-45

Date returned from P.C. 22-2-45

Date furnished ASC & XII TAC 22-2-45

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FLASH REPORT

KIRKEL AMMO DUMP WQ606753
34TH BOMB GROUP- 14-3-45 1422 HRS

THREE SEPARATE CONCENTRATIONS FELL IN GREAT PARTLY IN THE TARGET AREA.
MANY BOMBS FELL SOUTH THE TARGET.
FIRES AND EXPLOSIONS ARE VISIBLE ON THE PHOTOS
ROAD AND RAILROAD ST INSBERT-KIRKEL ARE PROBABLY CUT AT WQ 606756.

31ST BOMB GROUP- 14-3-45 - 1424 HRS.
THE FIRST BOMB CONCENTRATIONS LANDED 700 FEET NORTH THE TARGET
CUTTING PROBABLY ST NGBERT KIRKEL ROAD AND RAILROAD AT WQ 603754.
THE GREAT CONCENTRATION OF BOMBS LANDED IN THE WEST PART OF THE TARGET,
CUTTING RAILROAD ST INSBERT KIRKEL AT WQ 602753.
TWO BUILDINGS RECEIVED DIRECT HITS AND ARE IN FIRE

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2. [illegible] PHOTOS [illegible]-27 SCALE 1:[illegible]

[illegible]

US/162/684
15/march

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ZERO GROUP ATTACK ON KIRKEL AMMO AND SUPPLY AREA AT WILLIAM QUEEN SIX
TWO EIGHT SEVEN SIX NINE PD ONE SEVEN GROUP CLN KIRKEL
AMMO DUMP AT WILLIAM QUEEN SIX ONE THREE SEVEN FIVE FOUR CLN EXCELLENT
CONCENTRATION COVERED ENTIRE TARGET AREA CAUSING MANY SMALL EXPLOSIONS
PD ONLY FEW BOMBS FELL OUT OF TARGET AREA TO NORTHWEST PD

13-3-45
2317A
W1-57

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US 111/242
3 March 45

U1-57; Area "b"-- revetments and huts described above are dispersed along either side of roads. Area "a"-- Mounds, which appear to be earthen, have large openings, suggesting their use as storage places.

Throughout the area covered by Tac/R photos, dispersal is mainly along roads, on either side in most instances. Camouflage varies from excellent to poor. Signs of heavy track activity evident throughout the area.

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*W1-57 (NR. KIRKEL)
(WQ-613754-606753)
(AMMO)

13 MAR - ~~320~~ 17 B.G. - 284 X 500 - MANY SMALL EXPLOSIONS. + FIRES.
15 MAR - 324 F.G. - 23 X 500 RDX - EXPLOSION + BLACK SMOKE TO 200'
15 MAR - 358 F.G. - 24 X 500 G.P. - NO FIRES OR EXPLOSIONS

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D. MISC:

1. UNDERGROUND AMMO [redacted] DUMP Q-613754 PRINTS 3148-50 SCALE 1:10,000
---------------------------------- PHOTOS OF FAIR QUALITY AND COMPLETE COVER SHOW AT LEAST 200 CRATERS INSIDE TARGET AREA. QUITE A BIT OF SMALL DEBRIS SCATTERED AROUND AREA. SEVERAL OF THE ROADS IN THE AREA HAVE BEEN CUT. NATURE OF TARGET MAKES MORE POSITIVE STATEMENT IMPOSSIBLE. NO EVIDENCE OF LARGE EXPLOSIONS OR FIRES.

34°/35 30
13 March
765 A

V1·57

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3/3/45 8. Q-610753 PHOTO 5016
-------- THREE CAVES WITH TRACKS LEADING IN. POSSIBLE AMMUNITIO
--P-241
STORAGE.
SUMMARY: ALL ASSIGNED TARGETS COVERED

---888888-----WALKER-------------

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5. Q-603764 PHOTO 5013
-------- MATERIEL STACKED Z ON BOTH SIDES OF CLEARING. PROBABLE
XXXXXXXXX AMMUNITION STORAGE. --P-241

0475

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Q-603756 PHOTO 5015
-------- MATERIEL STACKED IN PITS ALONG ROAD. PROBABLE XXXXXXXX
AMMUNITION. NOT DAMAGED.

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XII DEC

Target No. U1-57 Type: Ammo Dump Coor: WQ 613754-WQ 606753

Date of latest photos interpreted: 16 Feb 45 Locality: KIRKEL

Source and date of ground info: CSDIC 772, 21 Feb 45, PW Engler, B-B

Targeted on: US34/3412 3017, 16 Feb 45

~~B+~~ B
M/B

GROUND INFORMATION:

West of Kirkel, there is a large ammo dump, so laid out as to cover two distinct areas, one on either side of the main road and RR tracks. Ammo is said to be piledcin heaps along the roads and paths about 30 meters deep. Area 1 is generally bounded by grid refs 591765, 595772,610772, 610770, 611762, 604756, 597757 and 598763. Area 2 is generally bounded by grid refs 605753, 612755, 625754, 626750, 619747, 613746, 611748, 608747. Area 1 is said to contain mostly 150mm arty, mortar and in the upper portion of the area, PANZERFAUST ammo. Some of the ammo may have a tar paper covering or may be lying in holes covered up by branches. Area 2 is said to contain mostly 75mm mortar and MG ammo. There is no particular spot for each type of ammo, and it is stacked where suitable space exists.

Ammo is brought to the area by truck from the RR station at KIRKEL. 2Co, 814 Supply Bn, consisting of approx. 150 men, was employed to load andunload all trucks coming into the areas. 75mm ammo was the most prevalent type handled. They were extremely short-handed and had to work about 18 hours a day, as ammo was coming in or going out 24 hours a day. The trains were unloaded by an unspecified number of men from the 17 Supply Bn. When trucks took ammo to the front, at all hours of the day and night, they used either the ROHRBACH-ST. INGBERT or KIRKEL-LAUTZKIRCHEN road. When PW was transferred from 2Co, 814 Supply Bn in December, the area was still being enlarged and on the basis of past performance, PW believes that the area should now be filled with ammo cases. They arecamouflaged with branches and placed under thickly grown trees. The area is well-protected by numerous 20mm AA guns. Source was unable to pin point positions of the guns, but stated one platoon was located at the edge of the woods and on both sides of the road at grid ref 605753. (Source: CSDIC)

Photo Interpretation:

Area 1 is targeted on U1-43 where the revetments along the roads are quite visible on recent photos.

Area 2 is targeted on this photo, divided into two areas, a and b. Area a has numerous, at least 18, underground storage places. How deep they are is impossible to determine from photos. Extensive camouflage makes some of the bunkers difficult to see on photos. Track activity throughout the area has been rather great. Numerous roads throughout the area are well worn. Area b indicates open storage. A few open emplacements are visible on photos. Trees and camouflage make it difficult to estimate extent of this area. Several [illegible] referred t[illegible] ammo dump at Kirkel as the Army Ammo Dump.

0477


UI-57
a. AMMO IN UNDERGROUND PITS
b. AMMO IN OPEN REVETMENTS
a. WQ 613754
b. WQ 606753
ELEV. 875'
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5014

5013

(US111/242X3FEB.45XF/12X4500X12,50A)1+2



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25°
42ND BOMB WING (US) A-2 SECTION 13-3-45
KIRKEL AMMO DUMP
BOMB FALL PLOT 17BG 13MAR45
WQ-613754 — GERMANY
36 Aircraft Dropped 284-500 (.1&.025)
Bomb Bursts Bombs Plotted-129
0 400 800 1200 2000
ft.app.

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41-57

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41-57

CONFIDENTIAL

HEADQUARTERS 42ND BOMB WING (US)
A-2 SECTION   A.P.O. 374

First Phase Strike Assessment Report

[illegible] (I), 613754 GERMANY (17 SQ/ 13-3-45/ 1631 hrs/
284x500 (.1 & .025) bombs dropped)

Photo Coverage Good
Photo Quality Good
Time in process and delivery 4 hrs.
Average time per edited negative 18 min.

An excellent concentration covered the entire target area starting many
explosions. Hundreds of stacks of munitions are visible in photos taken
several seconds before the bombs exploded. White tracer, shooting in all
directions are the result of the explosions. Only a few bombs fell out
of the target area, to the northwest.

Photo cover shows the results of the 320 B.G. attack of 1556 hrs. this
date, on the barracks and ammunition area at [illegible] 626767. Four of the
barracks buildings are burning. The roof of one appears to be destroyed.
Three are apparently undamaged and the remaining three are obscured by
smoke.

Fighter bombers attacking a probably unoccupied three gun light AA gun
position at [illegible] 625761 did not score any hits. Several bombs landed to
the northwest and two fell to the southeast of the battery.

Bomb Fall Plot issued.

P.I. SECTION
Schank 14 0130

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[illegible]

[illegible] Phase [illegible] Report

[illegible] 11-3-45/ 1424 hrs./ 326x100
[illegible] (inc. [illegible] no cal.) bombs dropped)

41-57

Photo coverage excellent
Photo quality [illegible]
Time in process [illegible] 6 hrs.
[illegible]

The majority of bombs fell in the target area causing fires and explosions. [illegible] The three planes [illegible] the target area [illegible] remainder of the bombs fell short of the target in the [illegible] area to the south.

Photo coverage of [illegible] on this target, shows direct hits on entrances to underground storage, at least two being scored by the 17th and one by the 320th, as well as oversized bomb craters, indicating probable explosions.

Bomb Fall Plot issued.

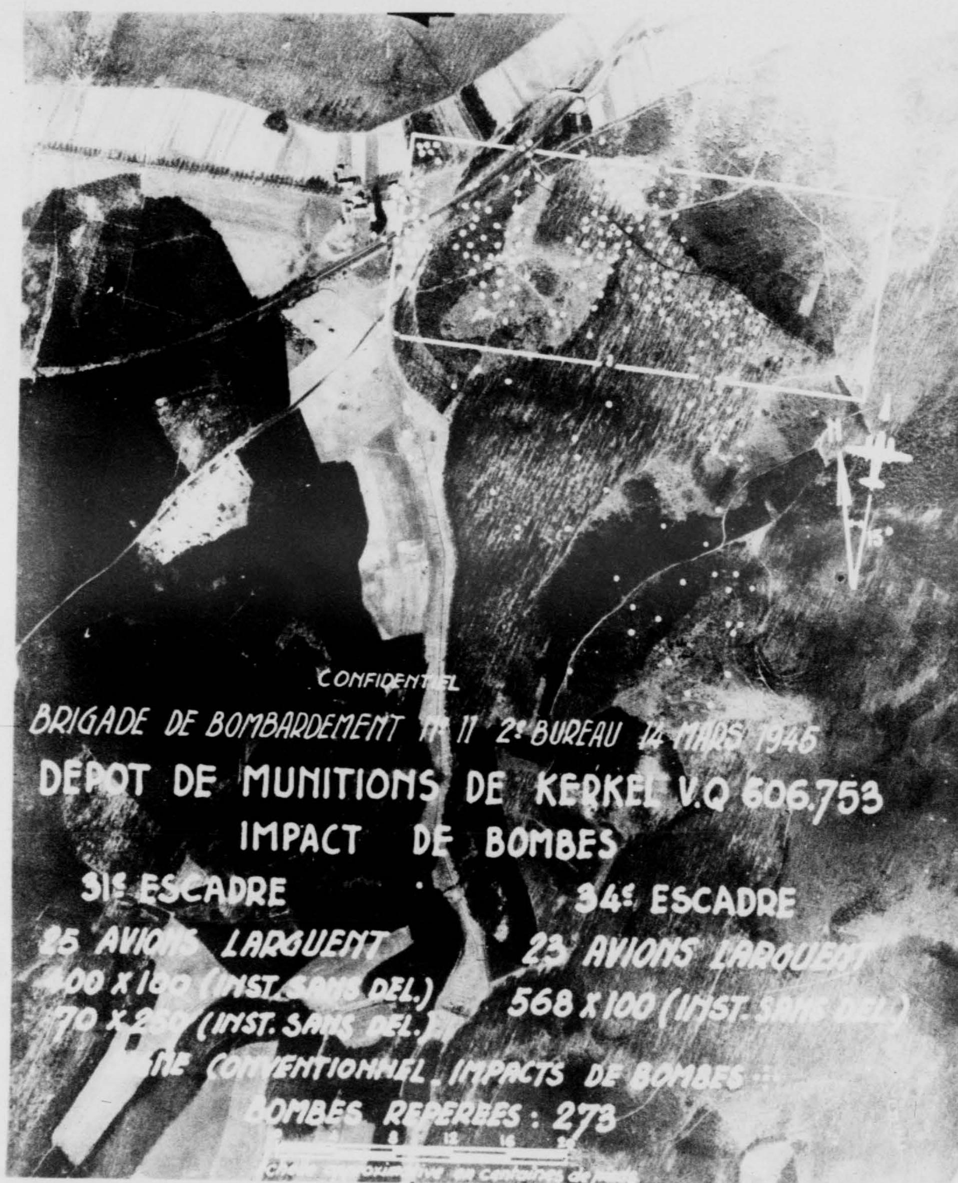
2nd BRIGADE [illegible] BOMBARDMENT
[illegible]
[illegible]

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*UZ-23 OTTERBERG
(WM-023004)
(BARRACKS + SUPPLIES)

29 DEC. 358 F.G. 6 x 260 / 23 x 500 / 10 x 100 15 BLDGS. DEST. 2 M/T DEST.

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D

2? Feb 45

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NINTH AF 2ND PHASE INTERPRETATION REPORT US10/D 742

(a) LOCALITY: OTTERBERG SUPPLY DEPOT AND HUTTED CAMP
(GSGS 4416/U 2 - M/021001)

b) SORTIE: US 15/4232 - 5011,12. SORTIE SCALE: 5,500

(c) TOT: 22 Feb 45, 1215A F.L.: 12" ANNOTATED PRINT: None

(d) PERIOD UNDER REVIEW: This report covers all damage to date.

(e) COVER: All except the southeastern portion of the depot is covered on prints of good quality.

(f) STATEMENT: Scattered craters are noted in the vicinity. Twenty buildings are seen in the area and of these ten have been destroyed. Approximately half of the destroyed buildings are of the warehouse type while the rest appear to be huts.

(g) ACTIVITY: Most of the warehouse type buildings have cellars, and while the portion above ground of several of these buildings has been destroyed stores could still be kept in the cellars. Stacks of what appear to be lumber are seen in the area.

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20th P.I.D. at Hq. 10th P.G.

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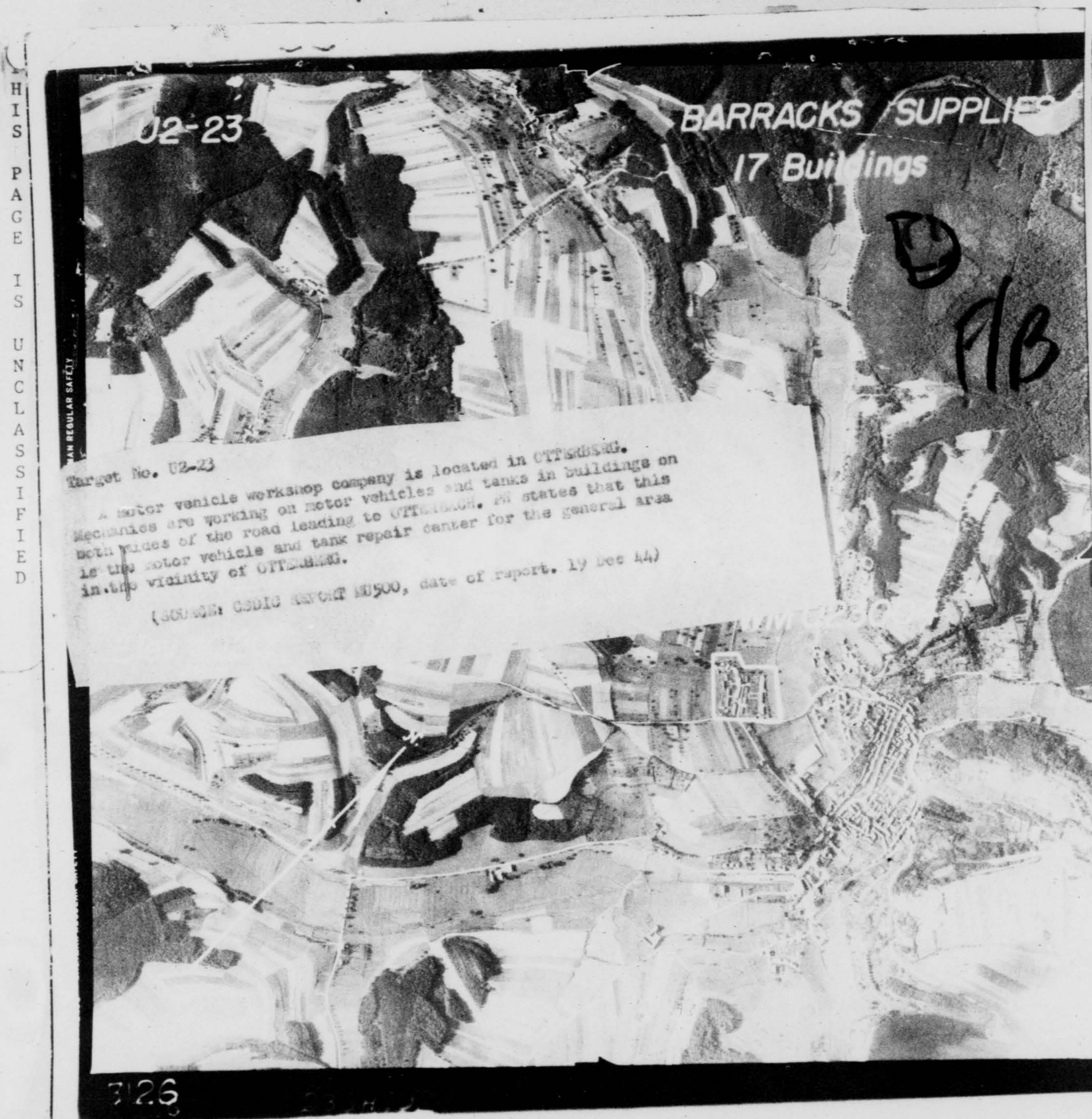
U2 - 23	14 Feb 45	US34/3393	7 bldgs destroyed, 2 others visibly damaged, remaining 8 probably more or less damaged. No activity.

0492

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Ui-23 - VERIFIED BY CAPTURED DOCUMENT - REF. VI CORPS
11-1-45. PERIODIC REPORT. NO. 155

0493



Target No. U2-23

A motor vehicle workshop company is located in OTTERBERG. Mechanics are working on motor vehicles and tanks in buildings on both sides of the road leading to OTT[illegible]. PW states that this is the motor vehicle and tank repair center for the general area in the vicinity of OTTERBERG.

(SOURCE: CSDIC REPORT MU500, date of report. 19 Dec 44)

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R-267

ONE COPY HAS BEEN RETAINED BY 64 FTR WG.

LVCX V JGR NR 6 OP OP SECRET

LVCX T LGNT

30

ROM PROV RECON GROUP (XII TAC) Ø21Ø15A
TO: XII TAC (ADV)
42ND BOMB WING
XIX TAC
HQ NINTH AIR FORCE (ADV)
FIRST TACAF
SHAEF MAIN AIR (RECCE)
QPTH PHOTO GROUP
GR-SEND IN CLEAR BY LANDLINE ONLY AUTH MAJ FLOWERS-BT

J-18 030830

RECD 4 JAN

2116

CITE-172
PROV RECON GROUP (XII TAC) P I R 123(FIRST PHASE)

SORTIE USED:

SORTIE	TIME	DATE	REF NO	REQUEST NO
US/34/3258	1Ø45A	1/1/45	Y/313	------

A. AIRFIELDS: (NONE COVERED)

B. ROADS, RAILROADSA ND BRIDGES: (NONCOVERED)

C. GUN POSITIONS: (NONE COVERED)

D. MISC:
1. DUMP AT OTTERGERG M-Ø23ØØ4 (PHOTOS 3114-16 SCALE 1/1Ø,5ØØ)
-------------------COMPLETE COVER GOOD PHOTOS SHOWS A POSSIBLE DEPOT AREA T EDGE OF TOWN HAS RECEIVDD AT LEAST THREE DIRECT HITS. OF A GROUP OF TWELVE LARGE BUILDINGS ONE IS COMPLETELY DESTROYED; ONE IS ONE-THIRD DESTROYED, AND ONE OTHER HAS PROBABLY SUFFERED BLAST DAMAGE. A GROUP OF OVER FIFTY CRATERS IS SEEN FOUR THOUSAND FEET SOUTH OF THE AREA.

Kassel
McBurney
Peters
MCK

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Showing photo pls BK

CONFIDENTIAL
3 Feb 1945

8 FEB 1945

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/D [illegible]

(a) LOCALITY: KAISERSLAUTERN BARRACKS AREAS (GSGS 4416/U2)

(b) SORTIE: US 12/3962 SCALE: 4,000 F.L. 12"

(c) DATE: 2 Feb 45 HOUR: 1015A

(d) PERIOD UNDER REVIEW: This report covers all damage to date.

(e) COVER: The area is covered on good quality prints.

(f) STATEMENT:
R/071937 The roofs of two modern type military barracks buildings have been moderately damaged.

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*UZ-26 E. KAISERLAUTERN
(WR. 071938)
(BARRACKS & SUPPLIES)

26 DEC. 358 F.G. 24 X 500
12 X 100 DESTROYED.

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TARGET NO. [illegible] TYPE: [illegible] Supplies COORD: [illegible] 071[illegible]

Source and Date Photo Interpretation

Comments:

[illegible]

[illegible] large [illegible] bldgs., and ten large [illegible] are visible in area, [illegible] while no vehicles [illegible] deal of track activity. [illegible] in center [illegible]

[illegible]

Date sent Photo Center [illegible]

Date returned from P.C. 19-12-44

Date furnished ASC & XII TAC 19-12-44

BC

M/B

XFIB 26-12

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D. MISC: AMMO DUMP AT Q-867735 PRINTS NO:.5037-38 SCALE 1/6,000. 15 March
-------------------PHOTOS OF GOOD QUALITY AND COMPLETE
COVER SHOW AT LEAST EIGHT SCATTERED HITS IN AREA.
HOWEVER THE ENTIRE DUMP HAS DISAPPEARED. ALL THE LARGE
WAREHOUSE TYPE BUILDINGS HAVE BEEN RAZED TO THE GROUND.
FIVE SMALL GUTTED STRUCTURES REMAIN IN TARGET AREA;
ABOUT SIXTY CRATERS IN FIELD NE OF TARGET AREA. (US/162/668).

MCK
S2-32

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02 - 32 16 Feb " Not completely destroyed (as stated in TSR 1) but only 6 bldgs (2 damaged) remain, and no activity is visible. 1

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*UZ-32 N/W. PIRMASENS
(WQ-880737)
(SUPPLIES + AMMO)

26 DEC. 50 F.G. — 14X500 4X100 HAS NOT BEEN HIT
26 DEC. 50 F G. 16X500 7X100
JAN. 14 - LOTS OF HITS IN AREA - MEDIUMS
MAR. 3. - 86 F.G. - 24X500 - 16X500 O/H T/A - 1 BLDG. SEEN TO EXPLODE

1 JAN. (ALT. T.) 42 B.W. 11 JAN. 42 B.W.
9 JAN. FR. MED. 14 JAN. 42 B.W.

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14-3-45
1700A

2. AMMO DUMP AT Q-887735 PRINTS 5007-08 SCALE1:6,000
---------------------- PHOTOS OF GOOD QUALITY AND COMPOETE COVER.
THIS JOB IS THE SAME AS P-234B. BOTH JOBS BEING HELD FOR.
TARGET PHOTO NECESSARY TO LOCATE DUMP.

N2-31

---- WALKER ----

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XII Sec

TARGET NO. U2-32 TYPE: Supplies & Ammo Dump COORD: WQ 580737

C

Source and Date Ground Info. & Photo Int.

Comments: THALEISCH WALDER

Photo Int: Area consists of 16 huts varying in size from large to small. 7 are reported to be used as ammo storage. Several M/T seen in area. Area road and railroad served. Area appears active.
Ground Info: Road and rail served ammo depot in former camp area, consisting of 7 green barracks-like bldgs. In May of '44, five of ~~which~~ these bldgs. were filled with shells of various calibers 1 bldg. serves as a repair depot for trucks and the last served as an assembly and checking shop for shells.

US34/3164 4081

Date sent Photo Center 19 Dec 44

Date returned from P.C. 21-12-44

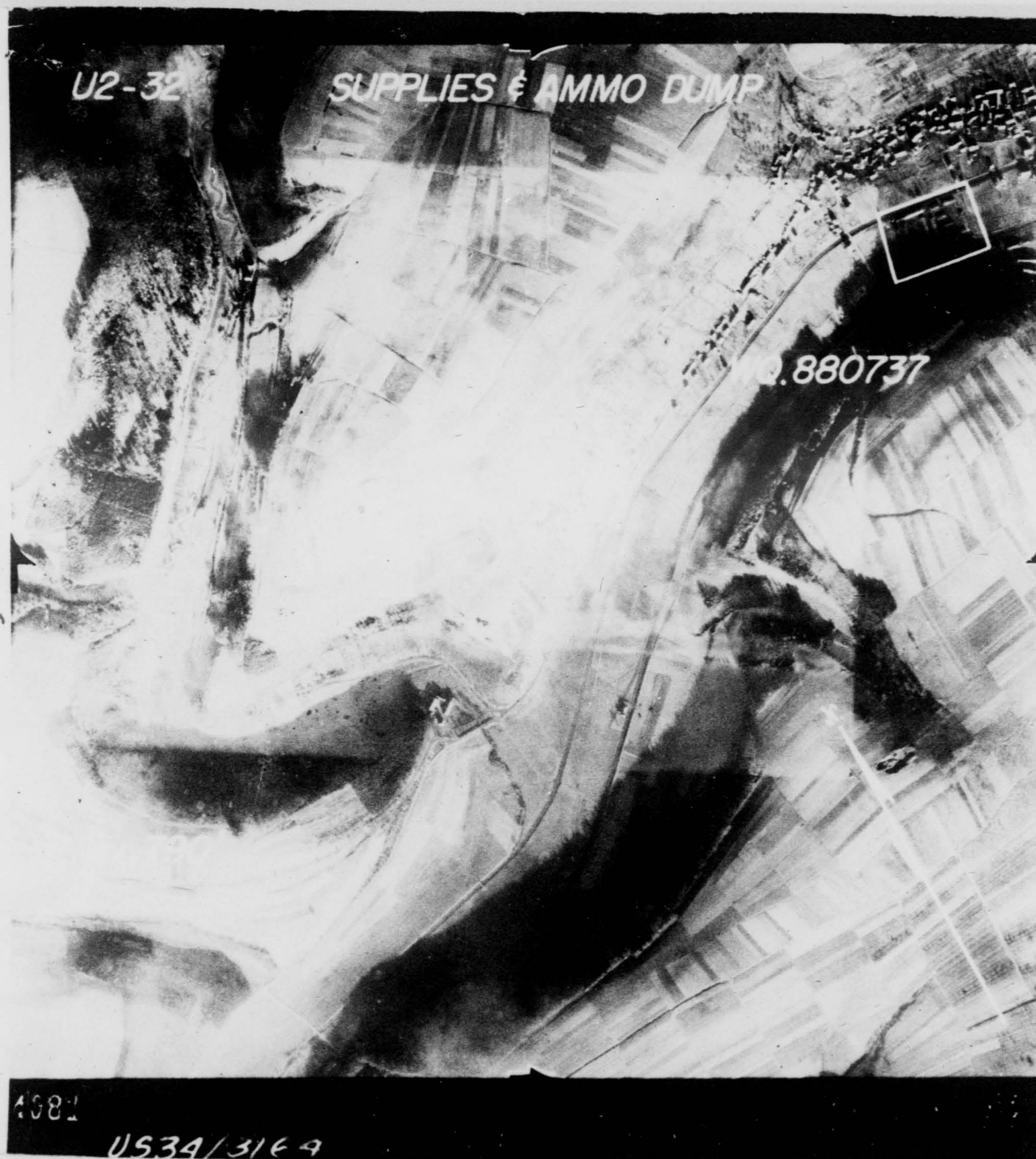
Date furnished ASC & XII TAC 21-12-44

~~Finished~~ F/B

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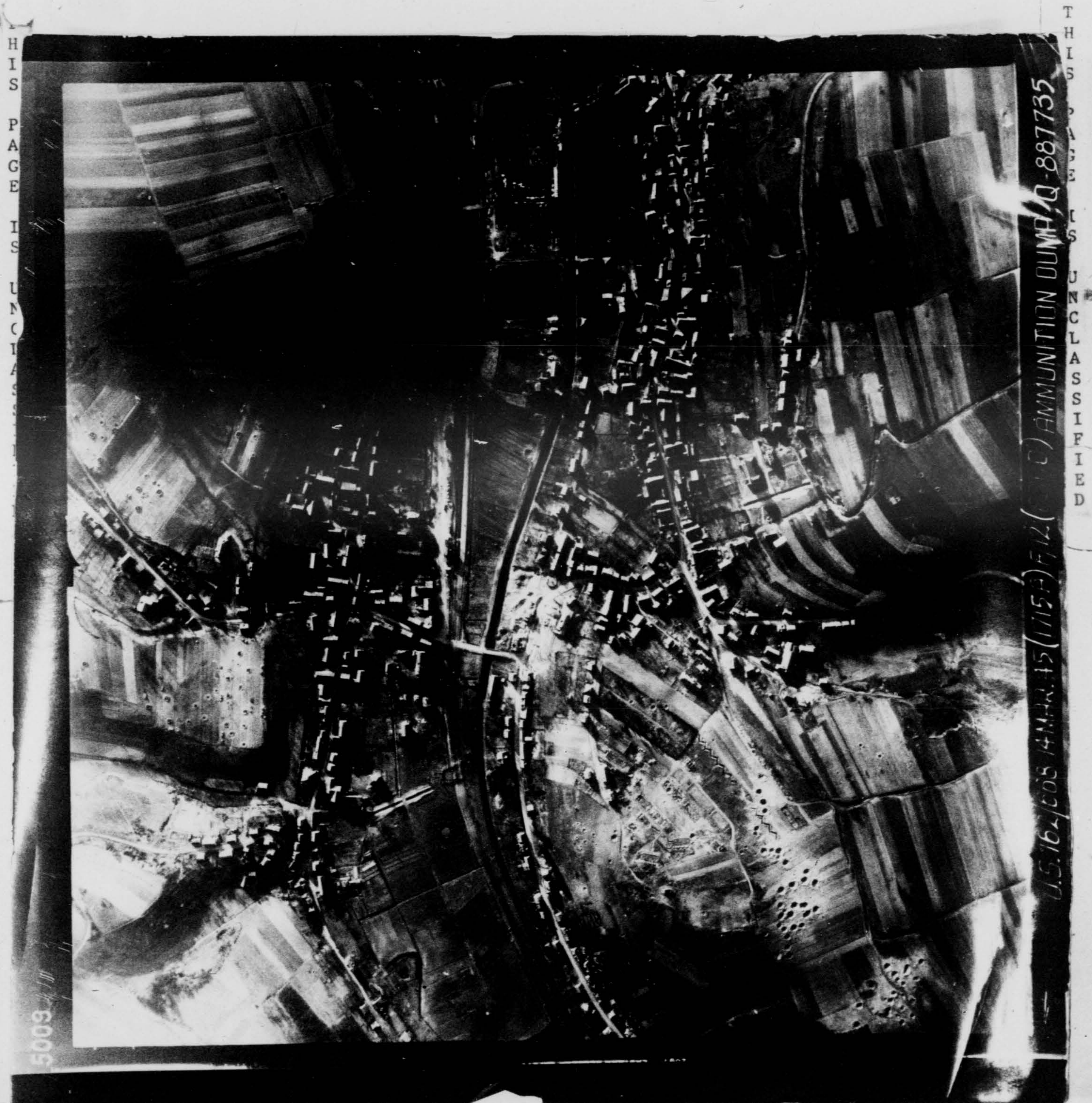


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TARGET NO. [illegible] TYPE: [illegible] COORD: [illegible] 721735

Source and Date [illegible] Dec 44

C

Comments:

[illegible] stored [illegible] and a number of smaller [illegible]. [illegible] in a small valley and is served by road.

[illegible] 3100

Date sent Photo Center [illegible] Dec 44

Date returned from P.C. [illegible]

Date furnished ASC & XII TAC [illegible]

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*Uz-36 ZWIEBRUCKEN
(WQ-721738)
(AMMO)

13 JAN.	324 F.G.	18 X 500 2 X 100	DESTROYED DUMP
13 JAN.	50 F.G.	14 X 500 6 X 100	MISSED T/A.
15 JAN.	50 F.G.	23 X 500 8 X 100	12 D/HITS - STARTED 1 LARGE FIRE

11 JAN. BY 50 F.G. (ALT T.)   15 JAN. 50 F.G.
13 JAN. BY 50 F.G.
13 JAN. BY 324 F.G.

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U 2 - 36	28 Feb 45	US34/3469	No definite activity.	7

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U2 - 36	16 Feb	"	No definite activity. Craters in one of the two approach roads still not repaired.	1

0512

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Zweibrucken 20 Jan: At point 7105-7323 there is a large concrete factory bldg., well guarded by soldiers. Workers told source that SA ammo was produced here, also believed shells were produced. Source saw approx. 200 civilian workers, and approx. 30 Russian PW's coming out of this factory. (B-0).

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*Uz-39 ZWEIBRUCKEN (A)
(WQ-728739)
(BARRACKS + SUPPLIES)

6 JAN. 358 F.G. {14x500 / 3x260 / 6x100} 8-7 BLDGS.
13 JAN. 50 F.G. 14x500 / 6x100 N.R.O.

9 JAN. 50 F.G (ALT.T.)
9 JAN. 358 F.G. (ALT.T)
11 JAN. 358 F.G. (ALT.T.)
13 JAN. 50 F.G.

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3. DUMP AT Q-721738 PHOTOS 3138-39 SCALE 1:10,500 US/34/3119 U2-39
---------------- PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW ABOUT SIX HQTS IN TARGET AREA. ONE NEAR MISS CAUSED PROBABLE MINOR DAMAGE TO TWO SMALL BUILDINGS. THREE NEAR MISSES CAUSED MINOR DAMAGE TO THREE OTHER SMALL BUILDINGS. DUMPT LESS THAN TEN PERCENT DAMAGED.

US/34/3119
16/14

0520

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U2 - 39	8 FEB 45	US34/3347	Many craters in area, and at least one bldg visibly damaged. M/T in area, and new slit trenches have been dug. [redacted]	1

0521

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D. MISC:
1. ZWEIBRUCKEN TOWN Q-730725 PRINTS 3137-40, 4137-40 SCALE 1/10,500
COMPLETE COVER ON GOOD QUALITY PHOTOS. NEW DAMAGE
AS FOLLOWS:
DUMP AT Q-721738 ELEVEN HITS IN AREA HMVE DAMAGED
THE WALL OF ONE RECTANGULAR BUILDING.
THORE HAS BEEN SOME MOVEMENT OF CARS IN THE M/Y WHICH
IS STILL APPROXIMATELY SIXTY PERCENT FULL.
SOME RECONSTRUCTION IS NOW VISIBLE IN VARIOUS SMALL
AREAS OF THE TOWN.
TWENTY FIVE PERCENT OF TOWN ~~SERIOY77~~ SERIOUSLY DAMAGED
OR DESTROYED.

U2-39

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2. DUMP AT Q-721738 PRINT NO: 3194-95 SCALE 1/10,000
PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW NO NEW DAMAGE SINCE COVER US/162/309 OF 14 JAN 1945.

WALKER

BT 172120A
DEL AR KKK

LGNT RD....17/2245A HF AR

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D. MISC:
1. ZWEIBRUCKEN-TOWN-Q-730725 SCALE 1:10,000
---------------------- PRINTS 3015-19, 4016-19.
GOOD QUALITY AND COMPLETE COVER SHOW THE FOLLOWING NEW DAMAGE:

US/34/3313
15/1/45

Q-722737 TWELVE NEW CRATERS IMMEDIATELY WEST OF
-------- PROBABLE AMMO DUMP CAUSE NO DAMAGE.
Q-728739 APPROXIMATELY FIFTEEN CRATERS IN POSSIBLE MILITARY
-------- HQ. AREA HAVE CAUSED PROBABLE SLIGHT WALL DAMAGE TO FOUR LARGE RECTANGULAR BUILDINGS. SEE US/162/309 FOR FULL REPORT.
Q-727726 AT LEAST NINE RESIDENCE-TYPE BUILDINGS GUTTED.

Q-731727 FIFTEEN CRATERS HAVE CAUSED WALL DAMAGE TO TWO LARGE RECTANGULAR BUILDINGS.
Q-729720 FIRE IS BURNING IN A BLOCK CONTAINING TWENTY-FIVE RESIDENCE-TYPE BUILDINGS.
Q-730716 TWENTY RESIDENCE-TYPE BUILDINGS HAVE BEEN DESTROYED
-------- AND SIX RESIDENCE-TYPE BUILDINGS SEVERELY DAMAGED.
Q-728715 THREE HITS HAVE CUT RR TRACK.
-------- APPROXIMATELY TWENTY-FIVE PER CENT OF THE TOWN HAS BEEN SERIOUSLY DAMAGED OR DESTROYED.
ADDITIONAL TARGETS SAME AS IN REPORT ON US:34/3279.

WALKER

BT 161645A

CCN: IN REF NO IS : Y/334 IMI Y/334
SENT N.N. B K
LGNT R NR 5 162251A RB AR K

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14/1/45
US/162/3009

3. SUPPLY DUMP Q-728739 SCALE 1/6500 PRINTS 5036-38
-------------------PHOTOS OF EXCELLENT QUALITY AND COMPLETE COVER SHOW ABOUT 10 NEW HITS IN THE TARGET AREA. ONE DIRECT HIT AND THREE NEAR HITS HAVE SERIOUSLY DAMAGED ONE LARGE BARRACKS-TYPE BUILDING, AND PROBABLY DAMAGED ANOTHER. TWO NEAR MISSES PROBABLY DAMAGED A LARGE WAREHOUSE-TYPE BUILDING, AND TWO NEAR HITS DAMAGED THE CORNER OF ANOTHER WAREHOUSE-TYPE BUILDING.

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TARGET NO. U2-39 TYPE: Bks & Supplies COORD: W 726739

Source and Date Photo Interpretation

Comments: ZWEIBRUCKEN

Area consists of 5 large barracks bldgs., 3 or four story type, all situated in a row running parallel to the road. Behind the barracks bldgs. are 9 large 1-story sheds. The construction and road-serving facilities these sheds to be used as supply sheds and/or M/T sheds. Usual military activity can be seen in area. Heavy track activity.

US34/3196 4109

Date sent Photo Center 3 Jan 45

Date returned from P.C. 4 Jan 45

Date furnished ASC & XII TAC 4 Jan 45

XX = F/B 10 Jan 12 Jan

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*Uz-40 ZWEIBRUCKEN (B+)
(WQ-745724)
(SUPPLY DUMP)

16 Jan (358) 22X500 9x260 (8-0 bldgs) D/H dest. 50% — 25% damaged (2x500, 1x260 N of T. - large fires.

☐ 14 JAN. 358 F.G. (A+T.T.)

0530

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. MISC:
DUMP AT ZWEIBRUCKEN Q-745729 PRINT NOS; 3019-20 SCALE: 1
----------------------------COMPLETE COVER ON GOOD PHOTOS
SHWS NO DUMP ~~077~~ AT COORDINTATES GIVEN. AT Q-745723 SOUTH
RAL LINE AT EDGE OF WOODS THERE ARE TWO BOMBED OUT RESIDENCE ,
EIHT POSSIBOE DEPOT TYPE BUILDINGS, TWO OF WHICH ARE DAMAGED
BYHITS AND NEAR HITS. THERE IS A GROUP OF BUILDINGS MARKED
AS HOSPITAL AT Q-745735. TWO BUILDINGS HERE HAVE THEIR ROOFS
BLN OFF.

8 Feb
US/34/3347

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U2 - 40	8 FEB.45	"	Lany craters in area. One bldg destroyed, others damaged.	1

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ADDITIONS.

40.	NIED AUERBACH.	4416/U2 744731	Unspecified supply depot of 9 storage type bldgs near edge of wooded area. Road served. Barracks area at 746735.	Nov 18. 1944.	Air.

H

/ COBLENZ.............

SECRET.

0533

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A-2

[illegible]

TARGET NO. [illegible] TYPE: [illegible] COORD: [illegible] 745724

Source and Date Photo Interpretation

Comments: [illegible]

[illegible] appearance. [illegible] oen. [illegible] good roads [illegible]. [illegible]

[illegible]/3196 3156

Date sent Photo Center 4 Jan 45

Date returned from P.C. X 16 Jan

Date furnished ASC & XII TAC

C

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U2 - 40	14 Jan '45	Much track activity, and snow melting on roofs (but bombed on 16 Jan.)	US34/3299

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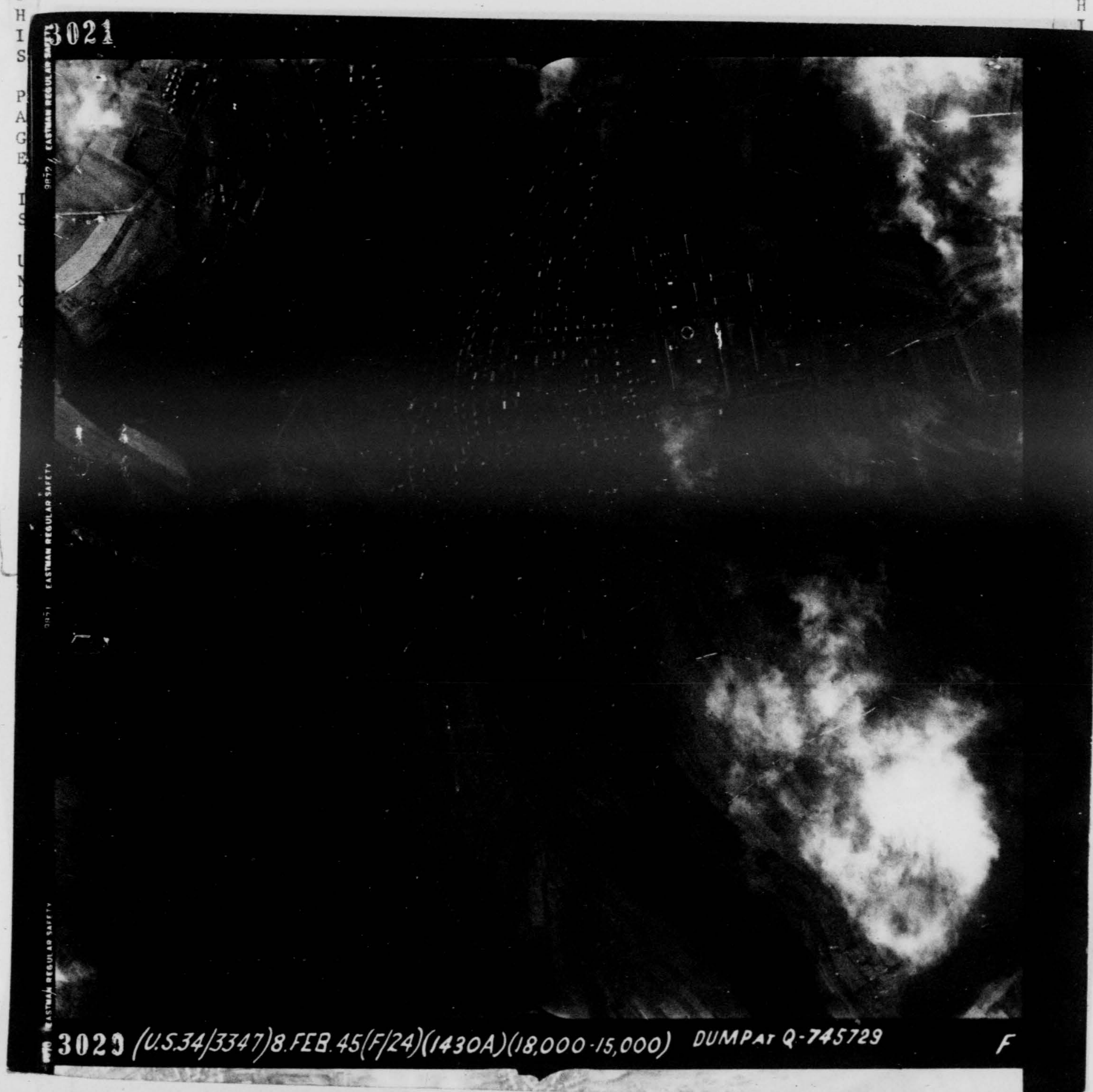
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U2 - 45	16 Jan '45	Intense activity, and snow melting on roofs. Undamaged.	US34/3320

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BDA

4. DUMP Q-977935 SCALE 1/10,500 PHOTOS 3041-42
-------------- PHOTOS OF GOOD QUALITY AND COMPLETE ~~CORRY~~ COVER SHOW ONE CRATER IN TARGET AREA. NO DAMAGE. NEARBY HITS ON MAIN WEST-BOUND RAIL LINE HAVE BEEN REPAIRED.

McK

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VOGELWEH: (Between EINSIEDLERHOF and KAISERSLAUTERN)

A repair shop for machines and railway-cars is located between the railroad and the main road leading to KAISERSLAUTERN. The repair shop is composed of 3 large buildings. 1,200-1,300 workers are employed, working day and night. Possibly U2-45

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2. BLOCK COVER FOR GAS AND [redacted] W/T INSTALLATIONS AT Q-240940,
Q-240940, R-333360, R-333940 PRINTS 4003-10, [redacted] 15-3-45
4070-73, [illegible], 3003-10, 3070-76, 3086-95 SCALE 1/10,000
K -- COMPLETE COVER GOOD TO FAIR
QUALITY. AT Q-377939 THERE IS A CLEARED AREA WITH 3 RECTANGULAR
BUILDINGS 60 TO 100 FEET IN LENGTH AND SOME POSSIBLE CONSTRUCTION
ACTIVITY IN THE [redacted] WOODS. (US/34/3253) (P-271) 15-3

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U 2 - 45	23 Feb 45	US34/3449	No activity.	7

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8 Feb

DUMP WEST OF KAISERLAUTERN AT Q-977935 PRINT NOS 4024026 SCALE 1/7,000

COMPLETE COVER ON HAZY PHOTOS SHOWS AT LEAST SEVEN CRATERS IN CENTER OF ONE GROUP OF BUILDINGS DESTROYING AT LEAST TWO BUILDINGS AND PROBABLY DAMAGING FOUR OTHORS. IN AN ADJOINING AREA THERE ARE POSSIBLE BOMB HITS DESTOYING FOUR OR MORE BUILDINGS. PRINTS TOO HAZY FOR ACCURATE ANALYSIS.

US/34/3347

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980934

15 Jan

B-2

Nov 44

ii) In vic of grid ref NE of EINSIEDLERHOF there is an SS Replacement depot. The depot is divided into three separate small camps (Appendix B), a, b, and c. These camps were originally built for the RAD, a and b are approx duplicates of each other, while c is slightly larger. They each contain four barracks used forsleeping, one supply building, one kitchen and mess, and one latrine. Each barrackscontains 40 beds, i.e. 160 men per camp, or a total of approx 500 men for the Repl Depot.

At d is the barrack housing the cadre (FUEHRERBARRACKE). This is the largest building.

At e there is a small camp for approx 150 Russian laborers. The Russians built their own air-raid shelters made of wood in their spare time, because they always feared an air attack due to their proximity to the RR line. There are no air-raid shelters in the SS Repl Depot.

A new group of about 500 recruits had just arrived at the beginning of Nov. These men were exclusively trained for the Flak Bn in the "GOETZ von BERLICHINGEN". The course was to take 16 weeks.

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*UZ-45 W. KAISERLAUTERN (A)
(WQ-977935)
(BARRACKS + SUPPLIES)

15 JAN.	371 F.G.	14X500	NRO
		3X500	- ON DUMP - NRO
15 JAN.	371 F.G.	19X500	- SHORT OF TARGET - NRO
		22X1000	5 BLDGS. DES. 3 DAM.
22 JAN.	358 F.G.	11X100	1 LARGE FIRE IN WOODS

15 JAN. (ALT. T.) 371 F.G.

0545

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U2 - 45 8 FEB 45 US34/3347 Craters in area. Damage difficult to estimate, but probably heavy. 1

W [illegible]

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U2 - 45 14 FEB.	US34/3393	About 15 out of 32 bldgs destroyed. No definite activity.	6

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U2-45

In vicinity of grid ref. NE of EINSEIDLERHOF there is an SS Replacement Depot. The depot is divided into three separate small camps (Appendix B) a, b, and c. These camps were originally built for the RAD. a and b are approx duplicates of each other, while c is slightly larger. They each contain 4 barracks used for sleeping, one supply bldg., one kitchen and mess, and one latrine. Each barracks contains 40 beds, i.e. 160 men per camp, or a total of approx 500 men in the depot. At d is the barracks housing the cadre (FUEHRERBARRACKE). This is the largest building. At e there is a small camp for approx 150 Russian laborers. The Russians built their own A/R shelters out of wood in their spare time, because they always feared an air attack due to their proximity to the RR line. There are no A/R shelters in the SS Depot. A new group of recruits (about 500) had just arrived at the depot at the beginning of November. These men were exclusively trained for the Flak Bn in the "GOETZ von BERLICHINGEN". The course was to take 16 weeks. (MU 500, CSDIC # 691 of January 15, 1945.)

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Interdiction 15 Jan Return A-2

TARGET NO. U 2 - 43 TYPE: Barracks COORD: WQ-977935

B+ A B

Source and Date Photo Interpretation, 3 January 1945. (See annex)

Comments:
Ground: None
Photo : Located along M/Y west of KAISERSLAUTERN. 32 buildings served by network of roads. Bldgs. are occupied, shown by track activity, as barracks or supply.
Sortie: US34/3256/3098, 31 Dec 1944.

Date sent Photo Center 5-1-45.

Date returned from P.C. 6-1-45

Date furnished ASC & XII TAC 6-1-45

XXX all F/B Jan 45

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13-3-45
16 50A

A. STORES Q-140733 PRINTS 5056-57. SCALE 1:6,000.

TE MT

PHOTOS OF EXCELLENT QUALITY AND COMPLETE COVER SHOW AT LEAST N SMALL CRATERS IN TARGET AREA. ROOF DAMAGE TO ONE LONG SHED. POSSIBLE OR DAMAGE TO OTHER BUILDINGS. CONSIDERABLE TRACK ACTIVITY.

0555

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D. MISC. SUPPLY DUMP 0-740733 PRINTS 3008-09 SCALE 1/11,000

GOOD QUALITY PRINTS, COMPLETE COVERAGE SHOW SIX HITS IN TARGET AREA. PROBABLE BLAST DAMAGE TO ONE SUPPLY TYPE BUILDING BY NEAR MISS. NO OTHER DAMAGE VISIBLE. PREVIOUSLY COVERED 22 FEB 45.

MAC

4 Mar 45

US 34/3256

4253

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*U2-53 NEIDER AUERBACH F/B (B+)
(WQ-740733)
(STORES)

28-2-45 - 324 F.G. - 16X500 - 2 BLDGS. DEST. 1 BLDG. DAM.
2X100 - SMALL FIRE STARTED
28-2-45 - 50 F.G. - 24X500 - HUGE EXPLOSION - DEST. 1
8X260 - WAREHOUSE + 10 BLDGS.
MAR. 2 - 324 F.G. - 16X500 - 4 BLDGS. DEST.
MAR. 19 - 27 F.G. - 144X90 FRAGS. - ABTA - FIRES STARTED
ONE DUMP DAMAGED

16 JAN. 50 F.G. (ALT.T.)
25 FEB. F/B.

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D. MISC:

34/34761 1. STORES AT Q-740733 BDA PRINTS 3170-72 SCALE 1/10,000
1540-28Feb ----------------COMPLETE COVER FAIR QUALITY SHOWS 7 HITS IN AREA. NO DAMAGE BVISIBLE. 612-53

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U 2 - 53	28 Feb 45	US34/3469	(a) May be active; (b) M/T have departed.	7

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TARGET NO. V2-53 TYPE: Stores Depot COORD: WQ 740

Source and Date. Photo Interpretation 5 Jan 45

Comments: NEIDER AUERBACH

a. 9 storage-type buildings, served by road-- apparently active.
b. To the NW of the stores depot, approx 10 M/T parked along edge of woods on present photo. Many tracks in the snow.

US34/3279 4089

F/B

Date sent Photo Center 13-1-45

Date returned from P.C.

Date furnished ASC & XII TAC

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D. MISC:
1. DUMP AT Q-740733 PHOTO 5038 (P-215 ITEM 5)
---------------- THERE IS NO BOMB DAMAGE TO THE SUPPLY
DUMP. THEE IS HOSPITAL JUST SOUTH OF THE DUMP AND A RESIDENTIAL
DISTRICT JUST TO THE NORTH.

Mck

- - WALKER - -

2/3/45
1140A

BT022350A
DEL AR KK
AS
LGNT R NR 4 030336A JI AR

Pete please return

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U2 - 53 8 FEB 45 US34/3347 Still some W/T in area. 1

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45 US34/3413 Apparently active (Poor photos). 5

0563

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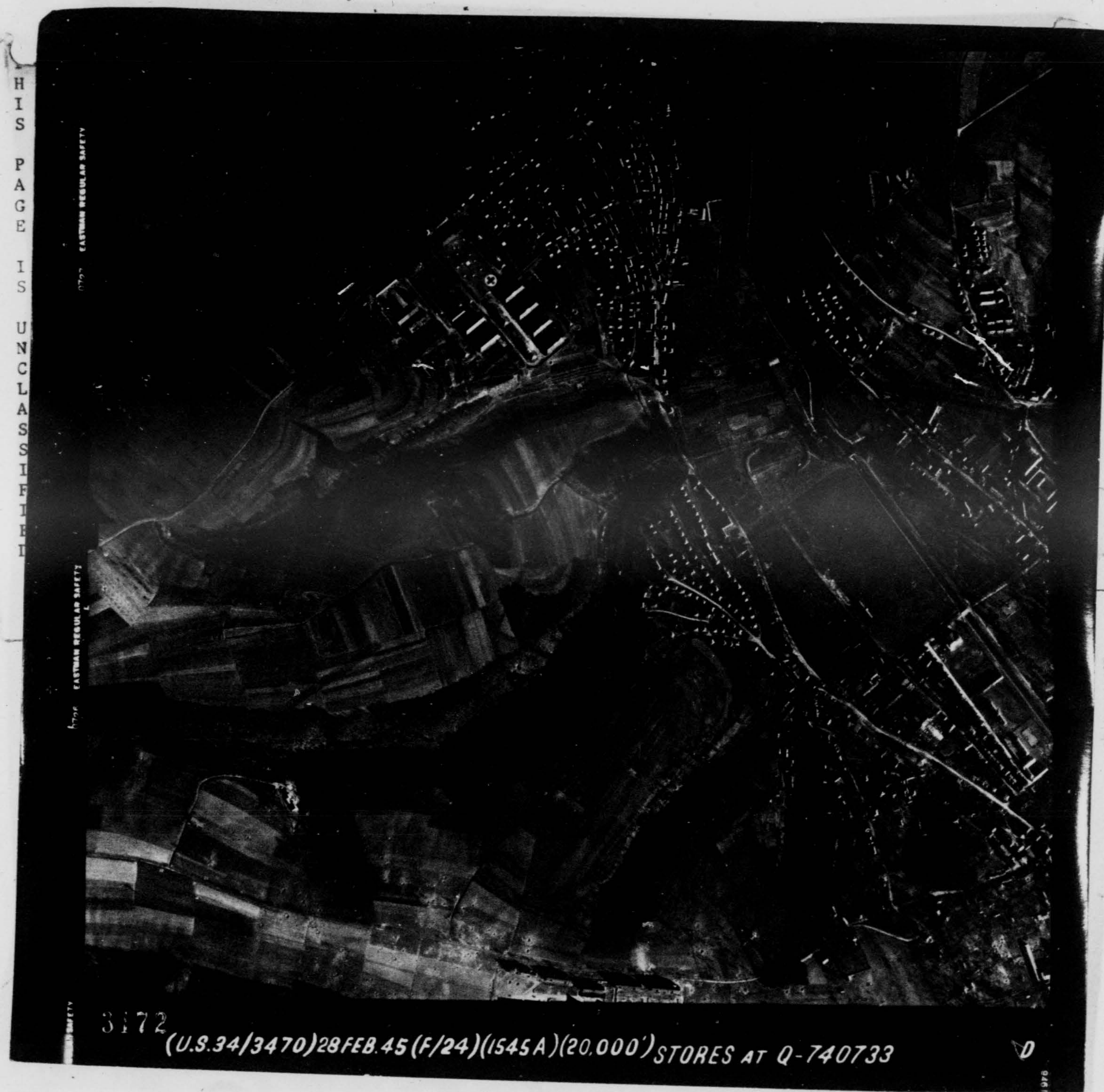
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5038
(US11/240X2 Mar. 45XF/12X7000X)(400)
Q740733
NO BOMB DAMAGE
TO SUPPLY DUMP
Hospital on S and
Residental section to
N of Dump
P-21
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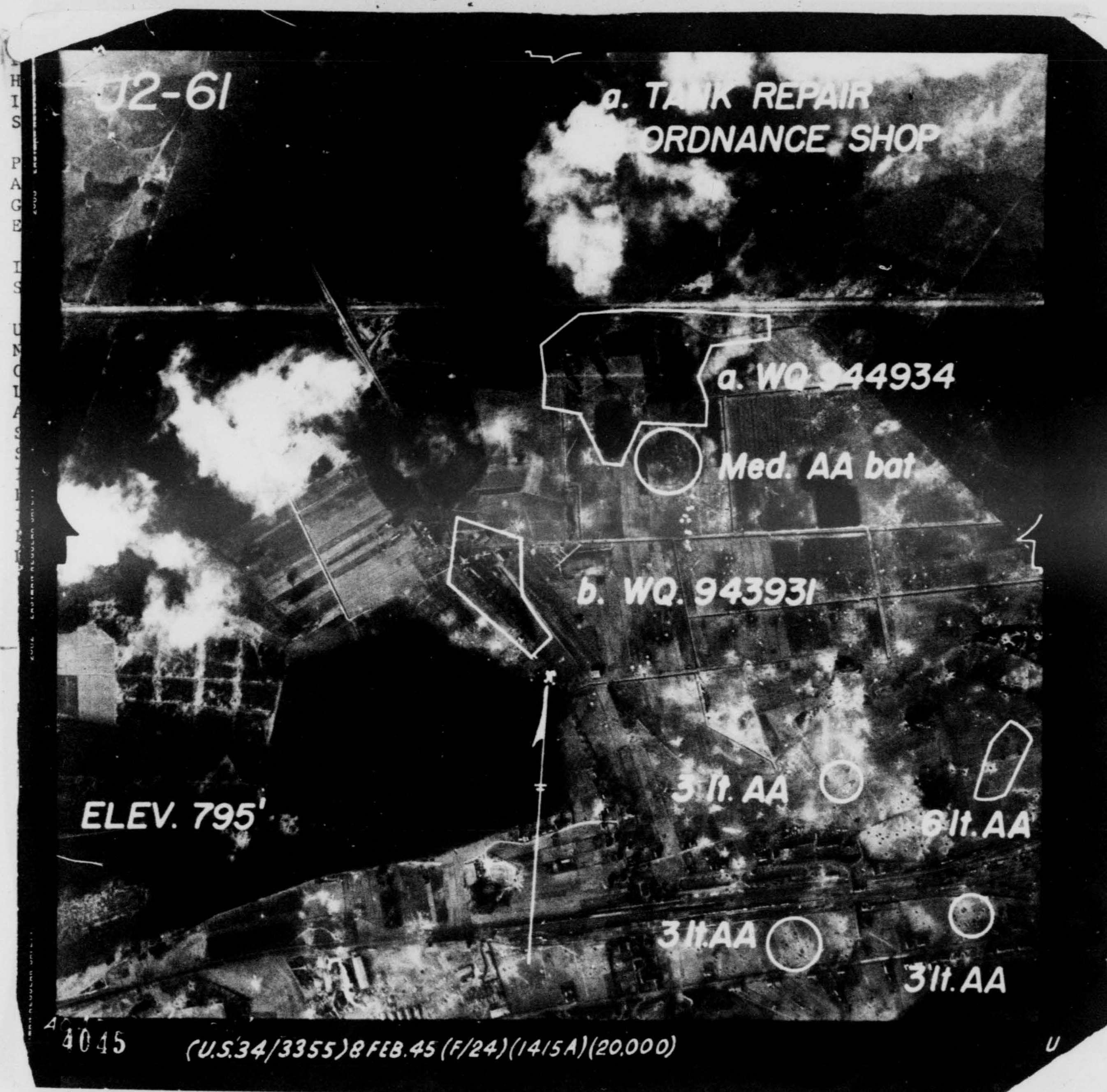
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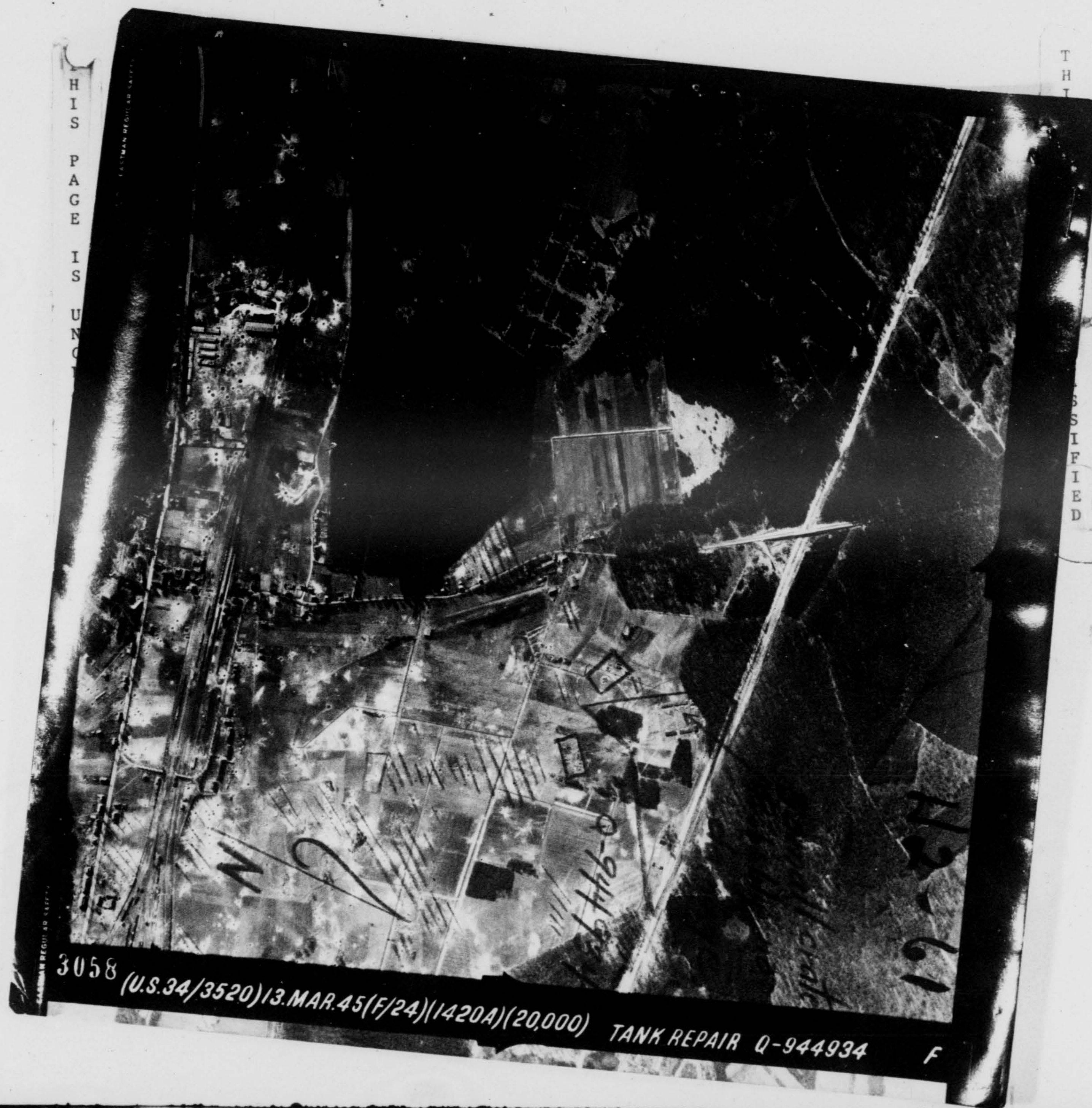
*U2-61 EINSIEDLERHOF F/13 (A)
(WQ-944934)
TANK REPAIR + ORDNANCE
MAR
2-3-45 – 324 F.G. – 14X500 – N.R.O.
MAR. 2 – 324 F.G. – 16X500 / 7X260 – 2 BLDGS. DEST.

INT. 2 FEB.

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3058 (U.S.34/3520) 13.MAR.45 (F/24) (1420A) (20,000) TANK REPAIR Q-944934 F

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D. MISCELLANEOUS: DUMP AT Q-6964 PHOTOS 5001,04,10,11,15
COMPLETE COVER FAIR QUALITY PHOTOS.
NO DUMP VISIBLE IN INDICATED GRID SQUARE. SCATTERED CRATERS CAUSED NO DAMAGE. CONSIDERABLE TRACK ACTIVITY OF TRACKED VEHICLES NOTED IN AREA.

------------WALKER------------ TGT. HIT 14 JAN. 45

THAT IS ALL THE ORDEAL IS OVER ACK PLS TARSCOTT GOT IT OUT

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* V1-33 VIC. ALTHEIM (B+)
(WQ-692637)
(SUPPLIES)

14 Jan - 371 - { 22x500 / 5x150 } 0713655 / Q 692637 - Good - NRO
14 FEB - 371 - 16x500 - 14 HITS IN TOWN - DEST. 5 BLDGS. & DAM. 5 BLDGS.

9 JAN. 371 F.G. (ALT.T.)
11 JAN. 371 F.G. (ALT.T.)

0573

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US/34/3412 1515A 16/2/45 ...386 ...-118, ...-120A, P-120B
T...

SHOW ME ... FOTO ... BIC

A. AIRFIELDS: NONE COVERED

B. ROADS, RAILROADS AND BRIDGES: NONE COVERED

C. GUN POSITIONS: NONE COVERED

D. MISCELLANEOUS:

V1-33 1. BARRACKS AT Q-6964 PHOTOS NO 3176, 3177 SCALE 1:10,000
-- COMPLETE COVER ON GOOD
PHOTOS TAKEN IMMEDIATELY AFTER ATTACK SHOW BURNING INCENDIARIES
HAVE BEEN SCATTERED THROUGHOUT THE VILLAGE. ONE LARGE DEPOT TYPE
BUILDING IS SEEN BURNING FIERCELY. NO OTHER FIRES VISIBLE.

US/34/3412 .45

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Kassel Br

1st Army Hqs?

7TH ARMY

G-2 DISSEMINATION

CLASSIFICATION: SECRET DATE: 13 February 1945

TO: A-2, XII TAC

EXTRACT FROM: 44th Inf Div - G-2 Periodic Report No. 111 - 11 Feb 45

f. Supply and evacuation establishments - Tns and Ki, 6/38 [illegible], at ALTHEIM (6963).

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ADDITIONAL GROUND INFORMATION ON FOLLOWING TARGETS

V1-33

PW knew of the trains and CP of Pz Gr Regt in ALTHEIM (Q 6963), where he also saw 8-10 Tiger Tanks on 20 Jan 45. (XV Corps, G-2 Periodic Report No. 165.)

PW was told that there were 62 tanks in barns in ALTHEIM, but saw only 8 Tiger tanks there on 19 Jan 45. These tanks were camouflaged with white paint. Company supply located in ALTHEIM. (Source: PWI, 100th Inf Div., G-2 Periodic Report No. 70.)

B

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McHenry

7TH ARMY

G-2 DISSEMINATION

CLASSIFICATION: SECRET DATE: 28 January 1945

TO: A-2, XII TAC

EXTRACT FROM: 100th Inf Div - G-2 Periodic Report No. 70 - 25 Jan 45

Tks: PW was told that there were 62 tks in barns in ALTHEIM Q6963, but saw only 8 Tiger tks there on 19 Jan. These tks were camouflaged with wht paint.

Supplies: CO supply located in ALTHEIM Q6963.

588513

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TARGET NO. V1-33 TYPE: Supply & AA COORD: W. 692637

C

Source and Date. Photo Int & Ground Info 5 Jan 45

Comments: Ground Info: XV Corps requested target Q6963 reporting 11 batteries of AA (10 occupied), gasoline and oil dump (POW report), tank arsenal, Photos A133-34, Sortie #682B97 OIR #849, gives ten lt AA batteries in vicinity of Altheim (Q6963) reported from the above sortie and photos.
The attached sheet contains report received from Ostraven ---information from photo int. also included on sheet.

Date sent Photo Center 51-145

Date returned from P.C. 5-1-45

Date furnished ASC & XII TAC 5-1-45

0578

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From: CARAVAN

Among PWs taken at GROS [illegible] were some from 353 Pz Flame Throwers Co who reported that they were assigned to 17 SS. The Co reported to have 13 Flame Thrower tanks (38 Czech tanks) reached this front on 21 Dec, coming from JUDENBURG near Berlin. They were put into action last night and went from [illegible] to GROS [illegible]CHING. PWs reported that they were attacking with one regt 17 SS Div and had seen two Tiger tanks, three SP guns, and one Mark V. The objective was to take [illegible] last night, but ran out of petrol. They drew their [illegible] from [illegible] where gas dump is located. (No [illegible] confirmation) 351, 352, 353 Cos in Flame Thrower Bn reported by PWs to have been in [illegible] yesterday. Oberleutnant [illegible], CO of of 353 Co was captured by Caravan along with 16 men from the Co and six of the ten tanks reported knocked out or abandoned. 15 other PWs taken from unidentified units. Caravan mentioned that they had some reports the Germans were working open into GROS [illegible].

032200 Jan 45

Photo Interpretation:

[illegible] is ringed by ten light AA batteries of three positions each. All appear occupied. Cover used: US3?/3196, #4109 to 4110., 2 Jan 45, and 6822/37 #4131-37, 2 Jan 45. The great amount of truck activity in the town and vicinity indicates that it used by the military. It is impossible to determine from photos just which bldgs. are being used by the enemy. Entire town and AA batteries in vicinity targeted on US3?/3196, #3098 of Dec 25.

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*V1-41 WQ-650687 F/B (B+)
(SUPPLIES + AMMO)

28 FEB. - 324 F.G. - 16X500 / 6X100 - 1 FACT. & 1 BLDG. DEST. / 4 BLDGS DEST. DUMP DAM
28 FEB. - 324 F.G. - 23X500 - 1 LARGE BLDG. DAM. / 2 D/H IN T/A - 1 FACT. BLDG. DAM.
28-2-45 - 86 F.G. - 16X500 - SMALL EXPLOSIONS + 2 FIRES.
MAR. 2 - 324 F.G. - 8X500 - ABTA. 1 BLDG. DEST. BLACK SMO.
MAR. 2 - 324 F.G. - 8X500 - ABTA. DUMP DAM. SMOKE OBSERVED.

INT. 26 FEB.

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VI-41 MCK

1. SUPPLIES AT Q-647689 PHOTOS 3989-90 SCALE 1:10,000
------------------- COMPLETE COVER AND EXCELLENT QUALITY.
ACTIVITY AT PINPOINT GIVEN. TARGET V1-41-[illegible] Q-647684 AT L...
FIVE CRATERS VISIBLE IN THIS AREA AND ONE BUILDING HAS
BEEN DESTROYED AND ONE BUILDING APPEARS TO HAVE SUFFERED BLAST
DAMAGE
(US/34/5545)

14 March

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7TH ARMY

G-2 DISSEMINATION

CLASSIFICATION: CONFIDENTIAL

TO: A-2, XII TAC

DATE: 17 February 1945

EXTRACT FROM: 63d Inf Div - G-2 Periodic Report No. 10 - 15 Feb 45

A

Supply and Trains of 17 SS Rcn Bn at Blichweiler (Q-6468)

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U2 - 39 16 Feb	"	Apparently active.	6
			6

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XII TAC

TARGET NO. VI-41 TYPE: SUPPLIES AND AMMO COORD: a. WQ 650687
b. WQ 647684
c. WQ 645680

B-7

Source and Date. GROUND INFORMATION AND PHOTO INTERPRETATION 10 Feb 45

Comments: GROUND INFO: PW interrogation reports Supply Co of 17 Div in the factory bldg. and yard, and small arms ammo in bldg. in area "C". Date of PW info: 1 Feb 45/, "Blickweiler dump supplies 1st and 2nd Cos SS Pz Rec Bn Co had only 20 Schwimmwagen (Ducks), rest transported by trucks from Div which returned to their pool."--Date of interrogation, 7 Feb 45.
PHOTO INT: Photos do not reveal undue signs of activity in factory yard, but excessive track activity noted in vic of bldgs. in area "B". Bldg at "C" claimed by PW as small arms store--appears used by military for some purpose. This info found photos of 14 Jan. US34/3299, 3016-18. Photos of 29 Jan., US34/3299, 3075-76, do not reveal undue track activity in factory yard. Photos of Feb 8, US34/3350, 3042-45 reveal a considerable increase in track activity in factory yard. Interesting to note increased track activity after Feb 1 which is date of PW interrogation.

MOC

Date sent Photo Center 10-2-45

Targeted on:
US34/3299 3017

F1B

Date returned from P.C. 11-2-45

Date furnished ASC & XII TAC 11-2-45

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-------- 5 HVY AA(2 UNOCC)

D. MISC: Q-92603384 PRINT 5004 0905 11/3/45
---------- AT THIS POINT THERE IS A FACTORY TYPE BUILDING
ABOUT 50 PER-CENT DEMOLISHED. THERE ARE NUMEROUS OTHER BUILDIS
IN THIS VICINITY THAT ARE DEMOLISHED AND DAMAGED. THERE HAS
BEEN NO CHANGE SINCE COVERAGE OF 10 MARCH 1945.

McK.

50 F.G. ------------WALKER--------------

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LIGHT AA, OCCUPIED.

D. MISC:

1. BARRACKS AREA AT Q-92063389 PHOTO 5003
--------------------------- THERE ARE 15 BUILDINGS BADLY DAMAGED IN THIS VICINITY AND 9 OTHER LARGE BUILDINGS JUST TO WEST ARE UNDAMAGED. A LARGE POSSIBLE FACTORY BUILDING IN THE THE GROUP OF 15 IS ABOUT ONE-HALF DEMOLISHED.

Q-915372 PHOTO 5006
--------- AT THIS POINT THERE IS MUCH TRACKAGE AND A POSSIBLE STORAGE AREA IN THE WOODS.

TARGET HAS BEEN COVERED ON P-254. RAID APPEARS TO HAVE BEEN SUCCESSFUL.

-------------WALKER---------------

MCK
10/3/43
1340H

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C. GUN POSITIONS: NONE COVERD.

MISCELANEOUS:
. TANK SHOP AT R-429324 PHOTOS 4110-12 SCALE 1/10,000 1:10,000
-----------------COMPLETE COVER GOOD PHOTOS SHOWS PROBABLE FREIGHT LOADING BUILDING BY TRACKS HAS BEEN DESTROYED BY A DIRECT HIT. WEST HALF OF A LONG RECTANGULAR BUILDING ON NW EDGE OF VILLAGE HAS ALSO RECEIVED A DIRECT HIT. AREAS WHICH APPEAR TO CONTAIN TANK REPAIR SHOPS ARE UNDAMAGED.

Shew me

US/34/3421
16-2-45

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*V2-108 MALSCH F/B (A)
(WR-431325)
(TANK REPAIR + BARRACKS)

14 FEB. 324 F.G. - 3 BLDGS. DEST., 3 DAM.
14 FEB. 371 F.G. - 3 BLDGS. DEST. 4 BLDGS. DAM. 1 LARGE EXPLOSION
25 FEB. - 358 F.G. - 27X500 8X460 - GOOD CONCENTRATION - 4 HUGE FIRES - 2 BLDGS. DESTROYED
2 MAR - 86 F.G. - 23X500 - 1 LARGE BLDG. DEST. 1 LARGE EXPLOSION - BLACK SMOKE
2 MAR - 27 F.G. - 20X500 - 1 FUEL TANK DEST. PARTIALLY HIT BEFORE ATTACK.
10 FEB. 324 F.G.

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12/R-11 [illegible] Malsch (N.) Y2-10[illegible]

Factory + storage buildings

(Argus #10, Air Cover, 16 Jan)

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30. MALSCH 4416/V2 430324. P.W. Source reports a tank spare parts depot called PANZERSTUTZPUNKT SUD (South PANZER Base) located in the empty cellulose factory (ZELLSTOFFWERKE) next to the rly. station. Parts for all types of A.F.Vs and tanks stocked. Dec 11 44. PW. H

(M) V2/R-430324

/ELZACH..........

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D. MISC:

-1. TANK AND REPAIR SHOP R-431325 PRINTS 3027-29 SCALE 1/10,000
--------------------- COMPLETE COVER OF FAIR QUALIY. AT LEAST
177 20 HITS IN TARGET AREA HAVE DESTROYED ONE-HALF OF A 110 FT
RECTANGULAR BUILDING, DESTROYED ONE-HALF OF AN 80
FOOT RECTANGULAR BUILDING, DESTO// DESTROYED THREE-FOURTHS
AND GUTTED THE REST OF A 225 FOOT RECTANGULAR BUILDINGS,
DESTROYED ONE-FOURTH OF A 65 FOOT BUILDING, AND DESTROYED ONE
WALL OF A 200 FOOT BUILDING. SOME PILES OF STORES WERE ALSO
DESTROYED. THE BARRACKS AREA REMAINS UNDAMGED.

3/1/45

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XII 22-

TARGET NO. V2-108 TYPE: Tank Repair Depot & Barracks COORD: a. WR 431325
b. WR 429324
c. WR 430322

Source and Date. Ground Info & Photo Interpretation 20 Jan 45 C B

MALSCH

Comments: GROUND INFO: Repair and maintenance of M/T--Stuetzpunkt Suld, Malsch, R 430325. Located in an old paper mill. There are no chimneys. There are four stone bldgs., each approx 100m long and 30m wide. There is no air defense or camouflage and the installation had not been bombed by Nov 25, 1944. Total personnel 40-50. Source: Mbl Fld Unit No. 2, PW Int Bulletin, No. 2/24, 6 Jan.---PW report of Dec 11., At R 430324, a tank sparexparts depot called Panzerstutzpunkt Sud (South Panzer Base) located in the empty cellulose factory (Zellstoffwerke) next to RR station. Parts of all types of AFV's and tanks stocked.
Photo: a. Gas works for Malsch. b. Targeted as repair depot for tanks and M/T. Much track activity and some vehicles parked in area. Second ground report confirmed photo interpretation. Definite tank & M/T repar depot. (c) Barracks of 6 huts in use.

Date sent Photo Center 23-1-45 US34/3315 3120

F/B

Date returned from P.C. 24-1-45

Interdiction 10 Feb

Date furnished ASC & XII TAC 24-1-45

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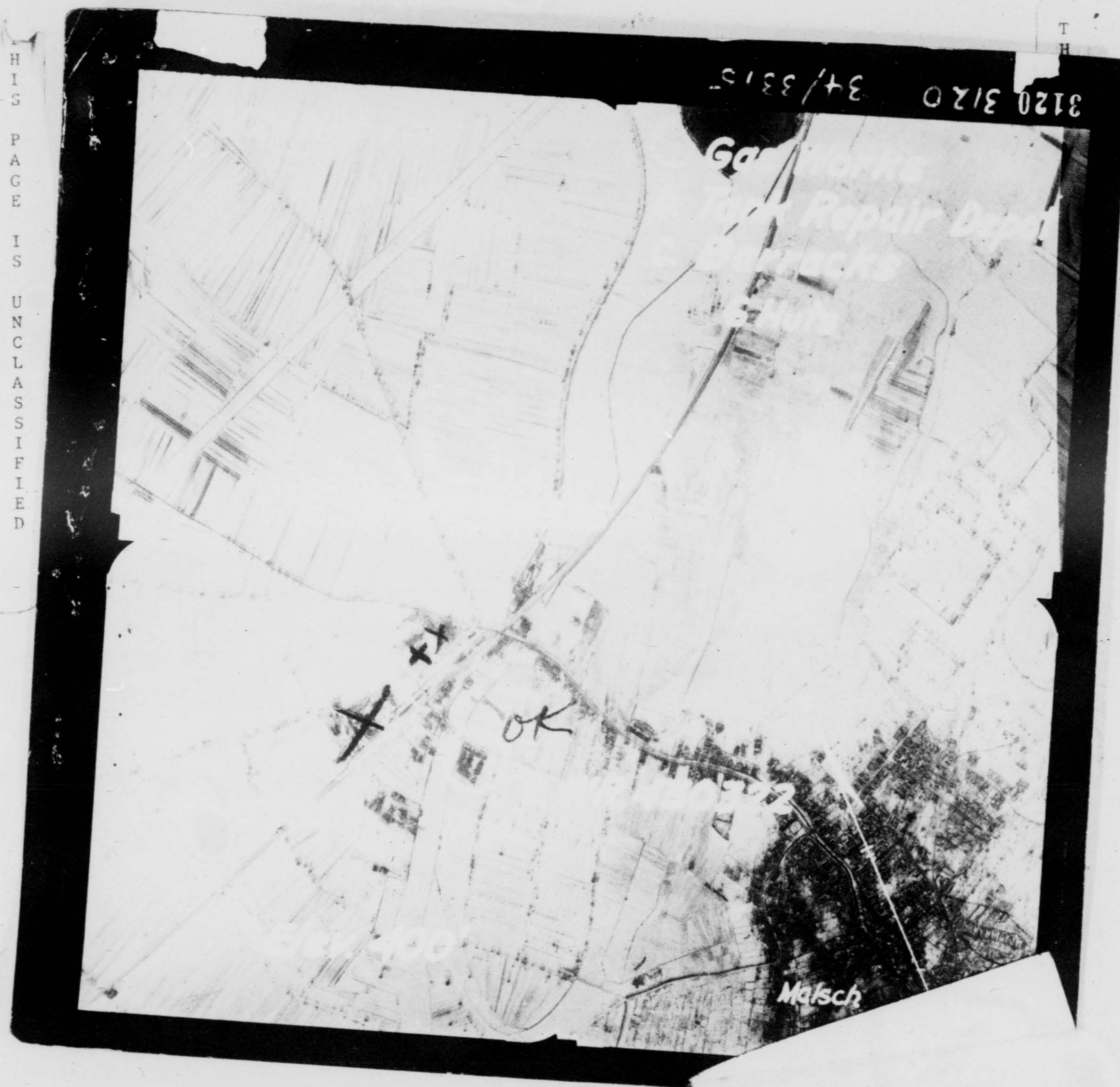
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13-3-45
16504.
V2-108

7. TANK REPAIR SHOP R-429324
SCALE 1:6,000. PRINTS 5096-97.

COMPLETE COVERAGE ON GOOD QUALITY PHOTOS SHOW 28 HITS IN TARGET AREA. IN THE WESTERN PORTION OF THE AREA ONE DIRECT HIT HAS DAMAGED MARTERIAL AND PROBABLE BLAST DAMAGE BY TWO NEAR MISSES. ONE BUILDING, 56 X 18 FEET HAS BEEN FOUR-FIFTHS DESTROYED. TWO SMALLER BUILDINGS HAVE BEEN DESTROYED A SMALL BUILDING, APPROXIMATELY 20 X 10 FEET, LOCATED BETWEEN MAIN RR LINE AND NORTH SIDING HAS BEEN DESTROYED. PROBABLE BLAST DAMAGE TO NORTHERNMOST BUILDING BY NEAR MISS.

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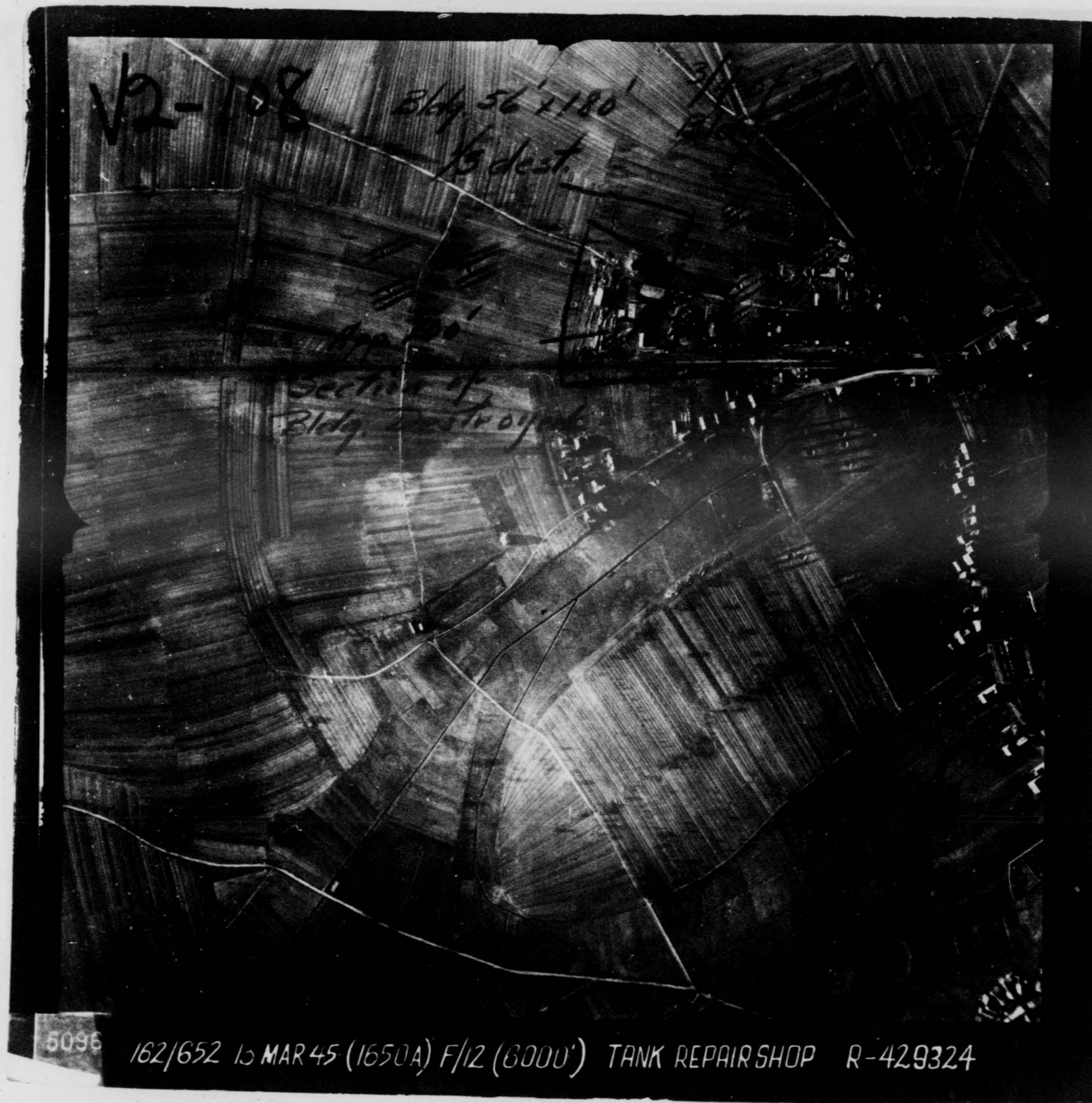
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D. MISC:

1. DUMP AT R-042597 PRINT NO. 4185 - 87 SCALE 1/10,000 PHOTOS OF ~~AA~~ FAIR QUALITY AND COMPLETE COVER SHOW ABOUT 17 CRATERS IN TARGET AREA. TWO DIRECT HITS HAVE CUT ALL FOUR SIDINGS. FOUR DIRECT HITS AND ABOUT FIVE NEAR HITS HAVE DESTROYED AND DAMAGED APPROXIMATELY 10 PERCENT OF THE CGATED STORES IN THE AREA . FOUR NEAR HITS PROBABLY CAUSED MINOR DAMAGE TO TWO SMALL SHED BUILDINGS. THE ROAD IS PROBABLY DAMAGED ALSO.

Mck BDA

V2-95

0606

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Intentions 13-Jan Return A-2 Return A-2 B C

TARGET NO. V[illegible]95 TYPE: A[illegible] Dump COORD: WA 042597

Source and Date. Ground Info & Photo Int 9 Jan 45

[illegible]ACH

Comments: Ground Info: "An [illegible] and supply dump is reported in quarry in vicinity [illegible] 042597 [illegible] 047595. PW believes that this would be an easy target since the red color of the rock can be seen for a considerable distance. (45th Div, 45th Inf, G-2 Periodic Report 9 Jan 45.)
Photo Interpretation: Much truck activity is visible around the quarry at WA 042597. It is connected by a good road to RR Sta. 150 yards NE.

042597

[illegible]/5203 [illegible]112

Date sent Photo Center 8-1-45

Date returned from P.C. 8-1-45

Date furnished ASC & XII TAC 8-1-45

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* V2-95 REICHENBACH (B+)
(WR-042597) (F/B)
(AMMO DUMP)

15 JAN. 50 F.G. 24X500 3 X 260 15 D/H - NO EXPLOSIONS OR FIRES - DEST. 3 BLDG.
15 JAN. 50 F.G. 24X500 12 D/H - NO EXPLOSIONS
16. Jan 50 F.G. 24X500 4X100 {2 hits on a dag [illegible] 2 hits R/R N of T.} Well [illegible]

15 JAN. 50 F.G.
17 JAN. 50 F.G. (ALT.T)

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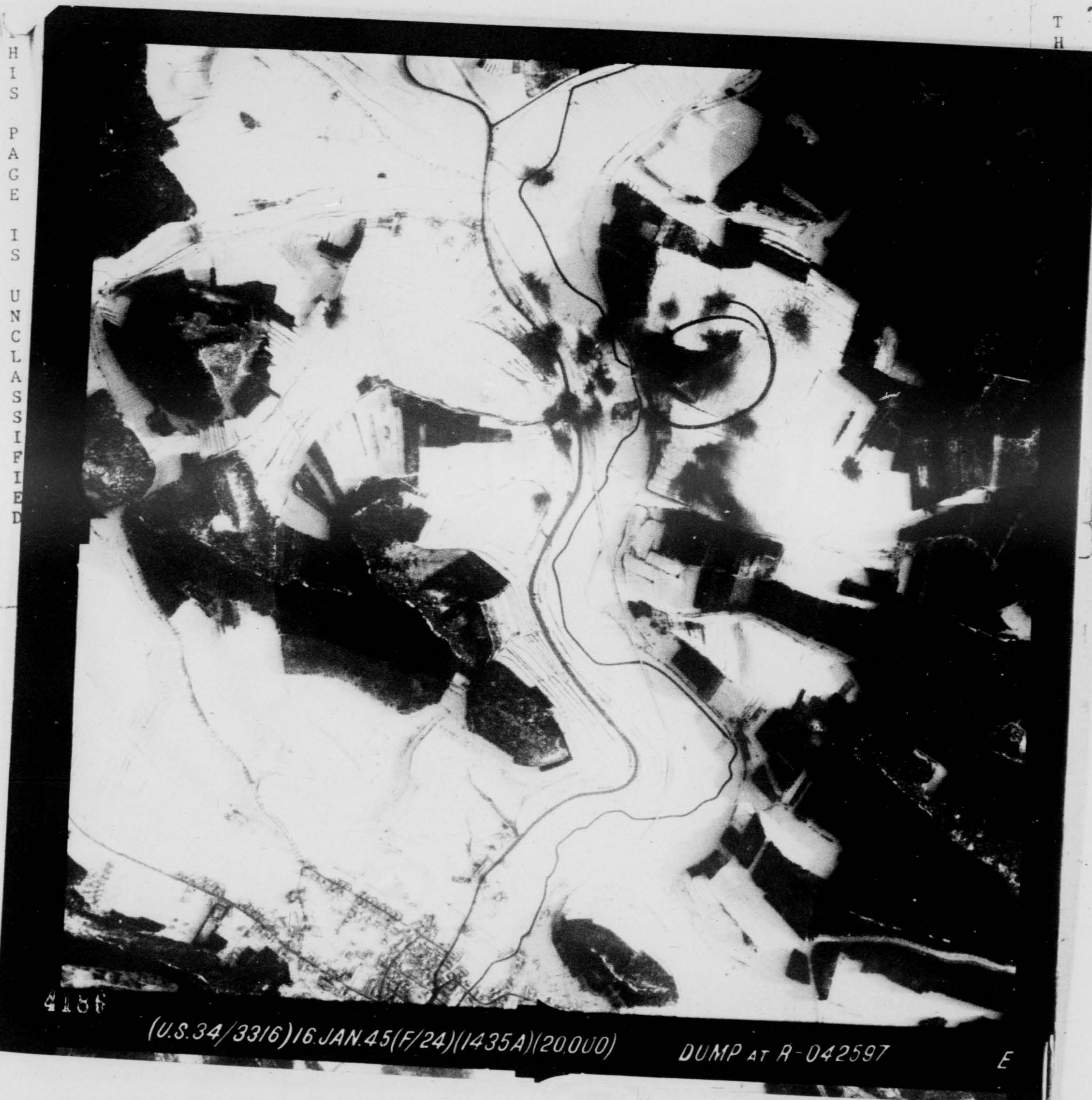
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V2 - 82	14 Jan '45	Probably undamaged; no statement possible on activity.

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CLASSIFICATION: SECRET
OPERATIONAL

16 JAN 1945
TIME OF ORIGIN: 11// 1010

FROM: PROV RECON GROUP(XII TAC)
TO : XII TAC (ADV)
XIX TAC
42ND BOMB WING
10TH PHOTO GROUP
HQ NINTH AIR FORCE(ADV)
FIRST TACAF
(PASS TO:
RAF MEDMENHAM
AIR MINISTRY WHITEHALL
SHAEF-MAIN-AIR(RECCE)
SIXTH ARMY GROUP

CITE: D--236

SEND IN CLEAR BY LANDLINE
TELETYPE ONLY AUTHORITY
MAJ FLOWERS
APPROVED FOR TRANSMISSION SS

PROV RECON GROUP(XII TAC) P I R 171 (FIRST PHASE)

SORTIE USED:

SORTIE	TIME	DATE	REF NO	REQUEST NO
US/34/3303	1440A	14/5/45	Y/342	12/31/146

A. AIRFIELDS: NONE COVERED

B. ROADS RAILROADS AND BRIDGES: NONE COVERED

C. GUN POSITIONS: NONE REPORTED

D. MISC: 1. DUMP R-232552 PRINTS 4069--75, 3069--75 SCALE 1/10,000
COMPLETE COVER GOOD QUALITY SHOWS NO DUMP APPARENT.
SEVEN OLD CRATERS IN AREA, NO DAMAGE.

----------WALKER----------

BDA?
See me BK

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XII Tac

C

TARGET NO. V2-82 TYPE: FUEL COORD: WR 232552

Source and Date Photo Int. and Ground Information 23 Dec 44

Comments: Ground Info: South of the road bend on the road leading NW toward OBERHAUSEN, there is a concrete bunker which can only be seen from the road. Source states that it serves as a gasoline refueling station for Army vehicles. Two gas pumps are installed here. There is a small drive-in leading from the road to the station. The bunker serves as an air-raid shelter for the population of OBERHAUSEN in case of emergency. It has an estimated capacity of 120 men. (MU 500, Ref 668, 22 Dec 44, mid-Oct info.) Photo Int: Bunker partially covered by earth. Entrance facing road identifi ed on photo. Appears to be a difficult target for air.

US34/3132 3047

Date sent Photo Center 24 Dec 44

Date returned from P.C. 26-12-44

Date furnished ASC & XII TAC 26-12-44

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*V2-82 NR. OBERHAUSEN
(WR. 232552)
(FUEL STATION)

30 DEC. 324 F.G. 22 X 500 ALL BOMBS N. OF TARGET

30 DEC. BY 324 F.G.

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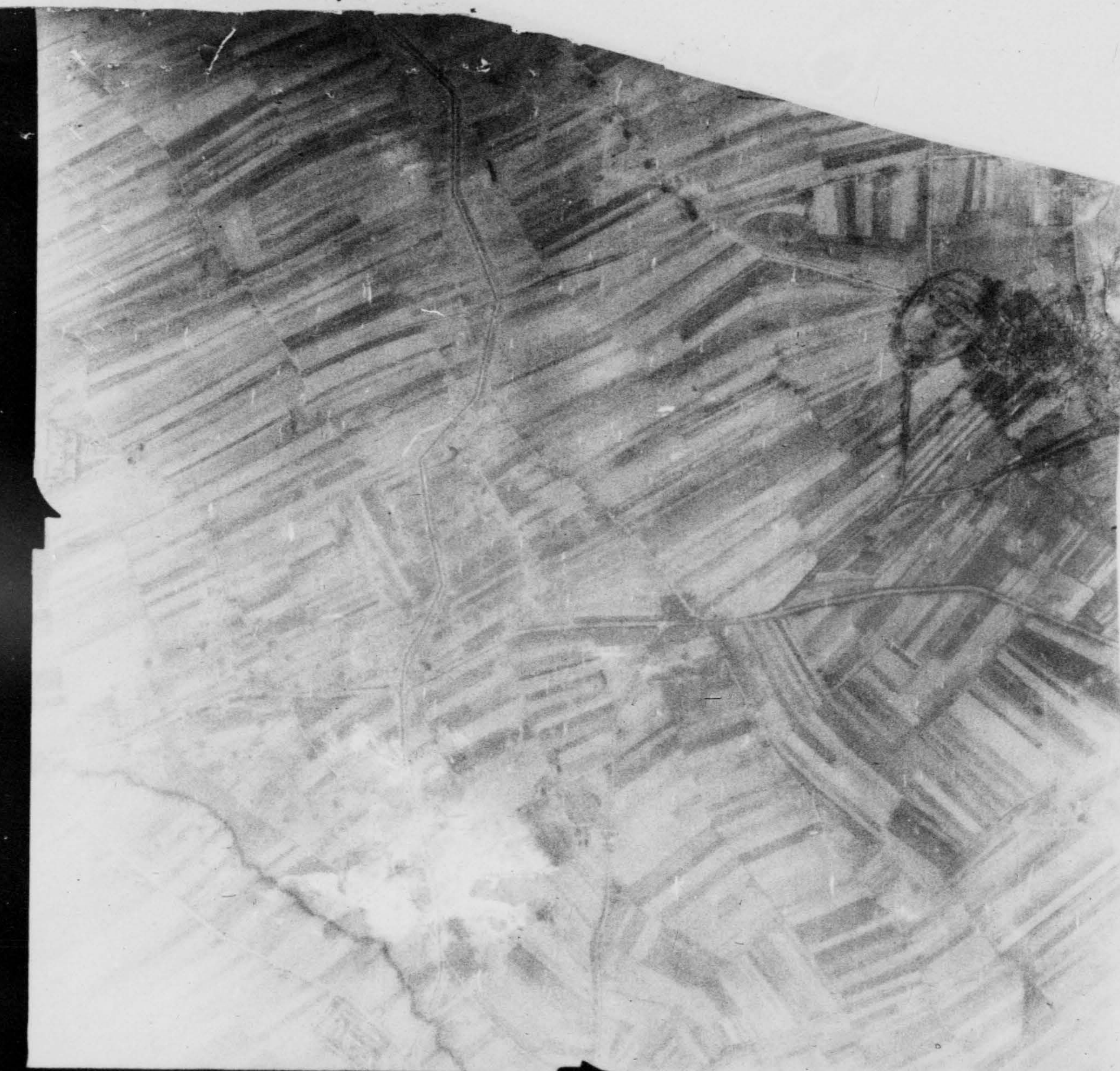


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4073 (U.S.34/3303)14.JAN.45(F/24)(1440A)(20.000') DUMP (VICINITY of R-232552

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Return A-2

C

TARGET NO. V2-96 TYPE: SUPPLY COORD: a. WQ 71[illegible]61[illegible] b. WQ 719613

Source and Date. Ground Info & Photo Interpretation 6 Jan

Comments: Ground Info: PW claimed to have seen 9x105mm howitzers located in vic 100 meters S of street at Q 719613 and arty ammo along edge of woods and street from Q719614 to Q725614. (XV Corps, G-2 Periodic Report No. 139 Dec 31.)
Photo Interpretation: Cover used; US34/3196--4094-96 of Dec 25 and also 3ED97--3125-28 of Jan 2. On latter good scale photos. Numerous tracks visible. At "b" guns or vehicles are possibly concealed. Track activity indicates supplies may be stored along road as reported by PW. (Targeted on US34/3196 4095 25 Dec).

Date sent Photo Center 6-1-45

Date returned from P.C.

Date furnished ASC & XII TAC

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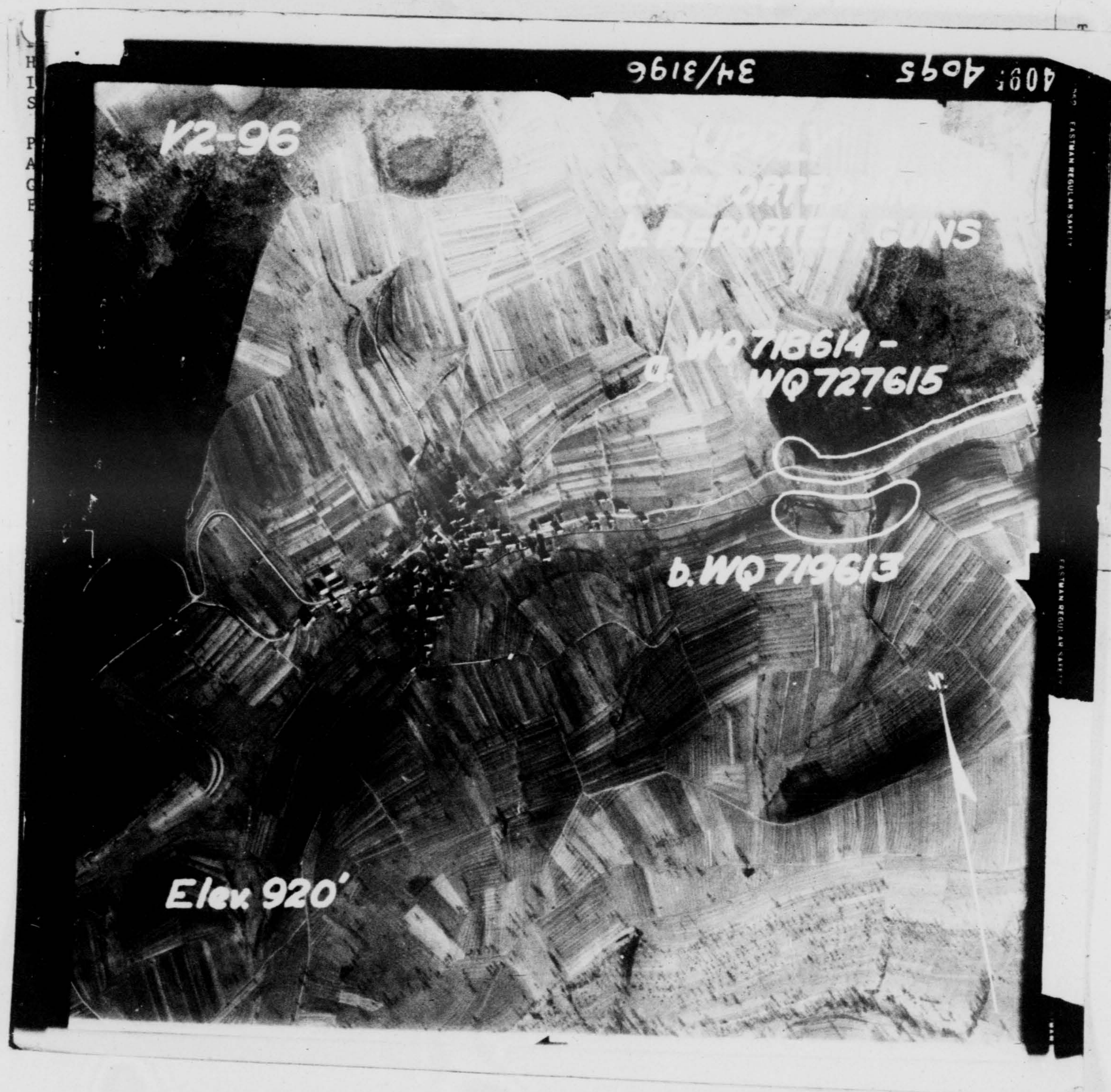
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*VZ-96 WQ-718614 (B)
(SUPPLY) F/B
HIT ON 28 FEB. or 1 MAR. - SEE B.D.A.

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(U.S.34/3278)5.JAN.45(F/24)(1355A)(20000) DUMP Q834718
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CLASSIFICATION: SECRET
OPERATIONAL

1110 12 JANUARY 1945

FROM: PROV RECON GROUP (XII TAC)
TO : XII TAC(ADV)
XIX TAC
10TH PHOTO GROUP
42ND BOMB WING
HQ NINTH AIR FORCE(ADV)
FIRST TACAF
(PASS TO ---
SHAEF-MAIN-AIR(RECCE)
RAF MEDMENHAM
XXXXXXXX
AIR MINISTRY WHITEHALL
SIXTH ARMY GROUP

Mck

SEND IN CLEAR BY LANDLINE
TELETYPE ONLY.

CITE: D--221

APPROVED FOR TRANSMISSION
BY S-2

PROV RECON GROUP (XII TAC) P I REPORT 158 (FIRST PHASE)

SORTIE USED SORTIE	TIME	DATE	RER NO.	REQUEST NO
~~XXXXXXXXXXXXXXXX~~ Z US/34/3282	1259A	5/1/45	Y/336	12/31/146

A. AIRFIELDS: (NONE COVERED)

B. ROADS RAILROADS AND BRIDGES: (NONE COVERED)

C. GUN POSITIONS: (NONE COVERED)

D. MISC:
1. DUMP AT Q-834718 PHOTO NO 4079--80 SCALE 1/10,000
COMPLETE COVER ON GOOD QUALITY SHOWS ELEVEN CRATERS WITHING A RADIUS OF 4000 FEET OF THE AREA. ONE DIRECT HIT IN AREA POSSIBLY DAMAGED SIX CREXXX CRATES. NO OTHER DAMAGE APPARENT.

BDA

--------- WALKER ---------

0627

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*V2-75 N/W. PIRMASENS
(WQ-834718)
(SUPPLY DUMP)

30 DEC. 358 F.G. 24 X 500 / 10 X 100 50% DEST. 3 FIRES STARTED

30 DEC. BY 358 F.G.

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*U1-48 HOMBURG F/B (B+)
(WQ-689822)
(GASOLINE + AMMO)

23 Feb — 0950 hrs — {8x460 / 8x500} 12 D/H {2 large explosions — 2 columns white smoke — 8-0 Bldgs. [illegible] appeared out after bombing}

25 Feb — 358 — {6x500 / 8x460} — 3 or 4 explosions many fires

~~25 FEB. 308 F.G.~~

28-2-45 - 86 F.G. - 16x500 - 4 HITS. - 12 MISSES. - NRO.

28-2-45 - 324 F.G. - 16x500 / 2x100 - NO EXPLOSIONS - 14x500 - 1x100 IN T/A.

~~17 FEB. 50 F.G.~~

1-3-45 - 324 F.G. - 16x500 / 7x100 - BOMBS FELL OUT T/A - NRO.

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MISC:

TANK REPAIR, Q-689822 PHOTOS 3058-59; SCALE 1:10,000 13-3-45 142517
---------------------- BDA

COMPLETE COVERAGE ON PHOTOS OF FAIR QUALITY SHOW NO HITS IN [redacted] TARGET AREA. NO DAMAGE VISIBLE. PREVIOUSLY COVERED 8 FEB. 45.

A✓ ACP

0630

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D. MISCELLANEOUS:

1. Q-89823 PHOTO 5001, 5002 TARGET AREA WELL COVERED WITH BOMB PATTERN. NO INDICATION OF EXPLOSION OR FIRE FROM EXPLODING AMMUNITION OR FUEL DUMP.

U1-48

US/III/227
23/2/45

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LOCATIONS: According to a PW who was there abt one month ago, an Army Ammunition
dump is located at Q-695845 abt 1 km S JAEGERSDORF (Q-7086) and 3.5 km N
HOMBURG (Q-7181). Code name of ammunition dump: "BERTHA".
Gasoline dump "SARNOW" in vic BLIESKASTEL (Q-6571). Exact location unknown.

Continued Page 2

C O N F I D E N T I A L

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1. [illegible] 2. SCALE 1/10,000

PHOTOS OF FAIR QUALITY AND COMPLETE COVER SHOW A CONCENTRATION
OF BOMBS FELL IN TARGET AREA [illegible]
[illegible]
[illegible] IMPOSSIBLE.

1/3/45

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At 684827 and 689822 there was a road NE of the road going from K1, OTTWEILER to [illegible]. This road is believed to make a semicircle into the forest. Source believed that this was a fuel dump when they passed this spot about two weeks ago. There was a soldier at each RJ on guard. However, this time no vehicle tracks were seen on the ground. (G-3)

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XII TAC

TARGET NO. U1-48 TYPE: Gasoline and/or Ammo COORD: WQ 689822

Source and Date. Ground Information and Photo Interpretation

C

HOMBURG

Comments: GROUND INFORMATION: In the woods NW of the barracks in Homburg at points WQ 689822 and WQ 684827, a road leads into the forest. There was a sentry at each road junction. Source could not see what was in the wood, but strongly suspected there was a gasoline dump, because two 2 10T Krupp gas trucks were seen to come from Klein Otterweller and turn left into woods. Source: OSS, 10 Jan 45.
Photo: Within area anotated on target photo, there 16 large open revetments, typical of those used by Germans to store gasoline and ammo. Area partially conceа;ed by foilage. Supplies can be seen in some of these revetments. Some track activity can be seen on road running past SW edge of area.
US34/3279 4110 5 Jan 45

Date sent Photo Center 25-1-45

Date returned from P.C. 26-1-45

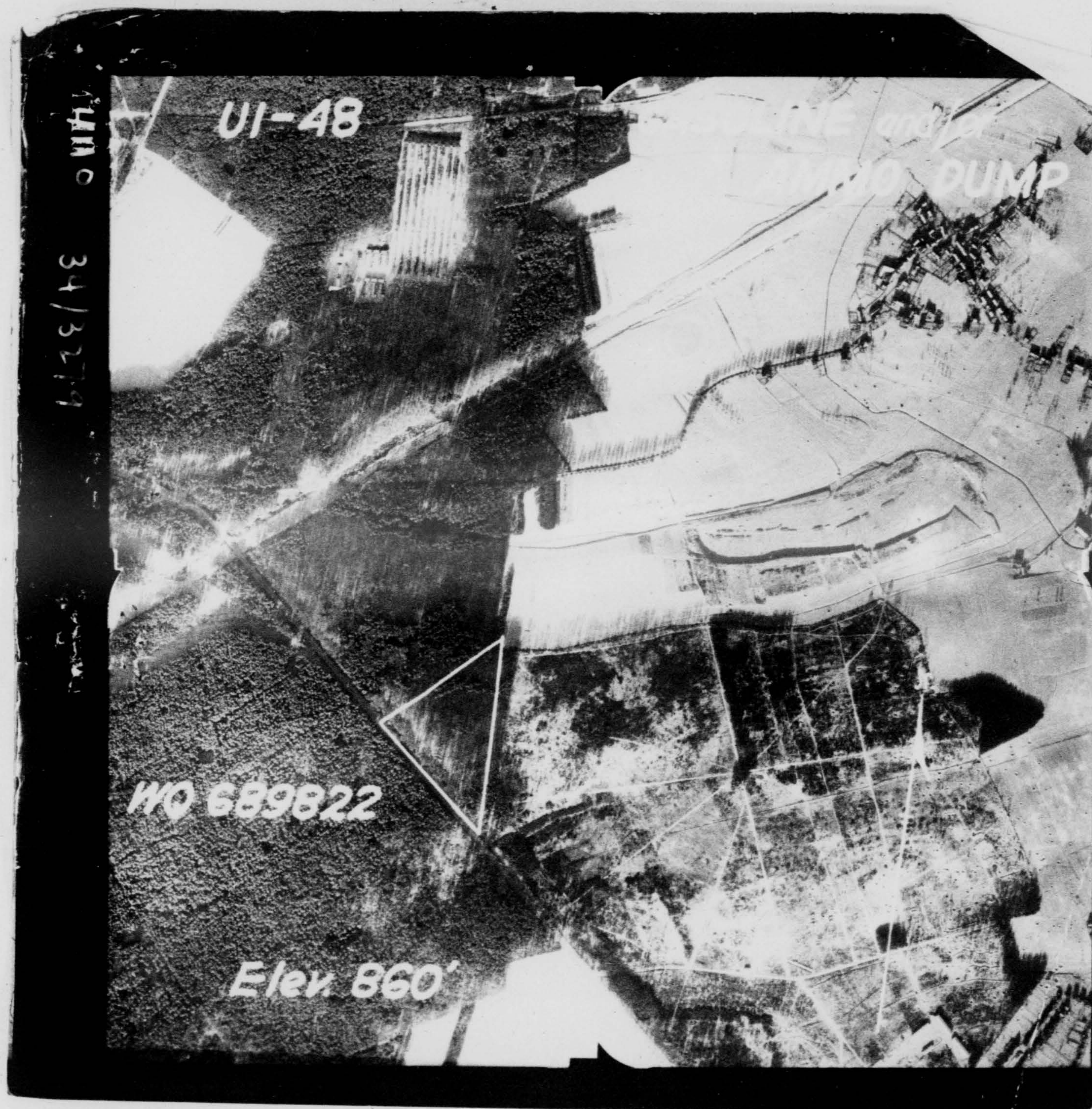
Date furnished ASC & XII TAC 26-1-45

F/B
napalm

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*Uz-30 N/E PIRMASENS
(WQ.935762)
(SUPPLIES)

29 DEC.	50 F.G.	12X500	NRO
1 JAN.	371 F.G.	7X500	1 BLDG. DAM.
16 FEB.	50 F.G.	16X500	DEST. 10 BLDGS. IN T/A DEST. 7 BLDGS. IN TOWN

1 JAN. 371 F.G. (ALT. T.)
11 JAN. 42 B.W. (ALT. T.)

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U2 - 30	14 Feb	US34/3384	a) 2 out of 10 bldgs destroyed b) Undamaged. No definite activity in either area. (Note: Bombed again 15 Feb)

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PROV RECON GROUP(XII TAC) P I R NO 267 (FIRST PHASE)

SORTIE USED:

SORTIE	TIME	DATE	REF NO	REQUEST NO
US/34/3415	1500A	16/2/45	Y/389	P-127A, P-127B

A. AIRFIELDS: NONE COVERED

B: ROADS RAILROADS AND BRIDGES: NONE COVERED

C. GUN POSITIONS: NONE COVERED

SUPPLY DUMPS Q-944758 AND Q-935762 PHOTOS 4068--69
SNRX SCALE 1/10000

--------------------SINGLE PHOTO OF GOOD QUALITY SHOWS NEAR Q-935762 A GROUP OF NINE RECTANGULZR SHEDS 60 FEET BY 25 FEET OF WHICH TWO APPEAR GUTTED. AT Q-935762 THERE IS AN OPEN STORES AREA AND AT Q-944758 THERE IS A STORES AREA CONSISTING OF EIGHT SMALL BUILDINGS AND SMALL OUTDOOR STORES PILES NONE OF WHICH ARE DAMAGED.

-------------WALKER---------

McG
42-34
16 Feb

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TARGET NO. U2-3D TYPE: Supplies COORD: a. WQ 914758
b. 935762, [illegible]

Source and Date Photo Interpetation

Comments:

a. Area consisting of 10 supply sheds in wooded area. Sheds partially concealed by trees. Mild track activity. Good road system services area.

b. 10 supply sheds in center of town. Fence around area. 1 vehicle in area. Good road system services area.

USSAF/316A 3115

Date sent Photo Center 19 Dec 44

Date returned from P.C. 21-12-44

Date furnished ASC & XII TAC 21-12-44

X-16-2
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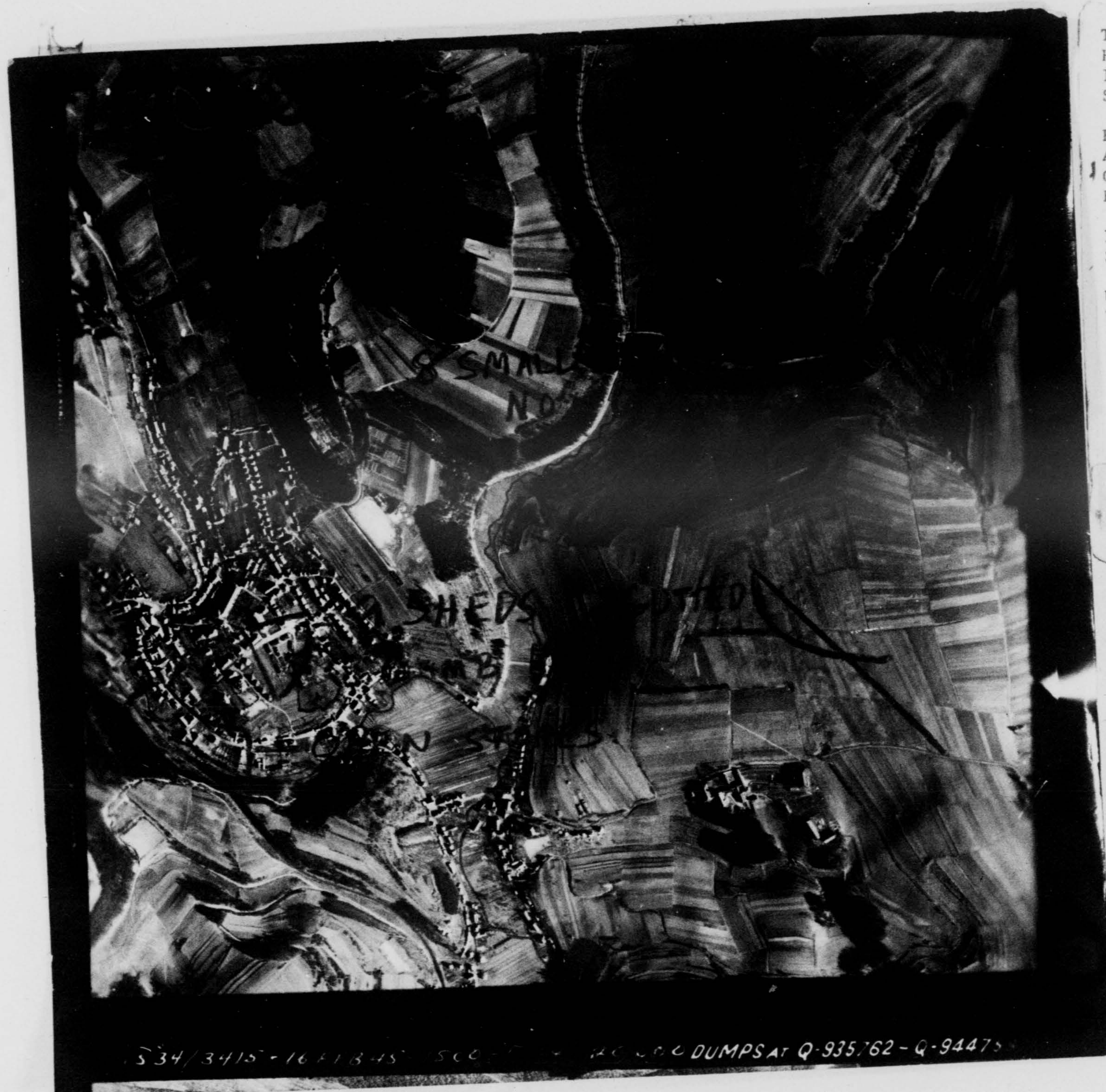
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*Uz-4Z BURGALBEN (A)
(WQ-934749)
(M/T PARK + POS. AMMO. DUMP)
~~(M/T)~~

10 JAN. 50 F.G. 8x500 1x100 1 BLDG DEST.
H/T 13 JAN. 45

50 F.G. FOR 10 JAN.

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U 2 - 42	2 March 45	US34/3481	CANCELLED; no activity.	7

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AMMO DUMP Q-934749 SCALE 1/6500 PRINTS 5011-13
-----------------PHOTOS OF EXCELLENT QUALITY AND COMPLETE
COVER SHOW NO AMMO DUMP OR BOMB DAMAGE VISIBLE AROUND THE
ABOVE COORDINATE.

0652

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D ~~B~~

TARGET NO.________ TYPE:________ COORD: 9

Source and Date ________

Comments:

Date sent Photo Center ________

Date returned from P.C. ________

Date furnished ASC & XII TAC ________

F/B

0653

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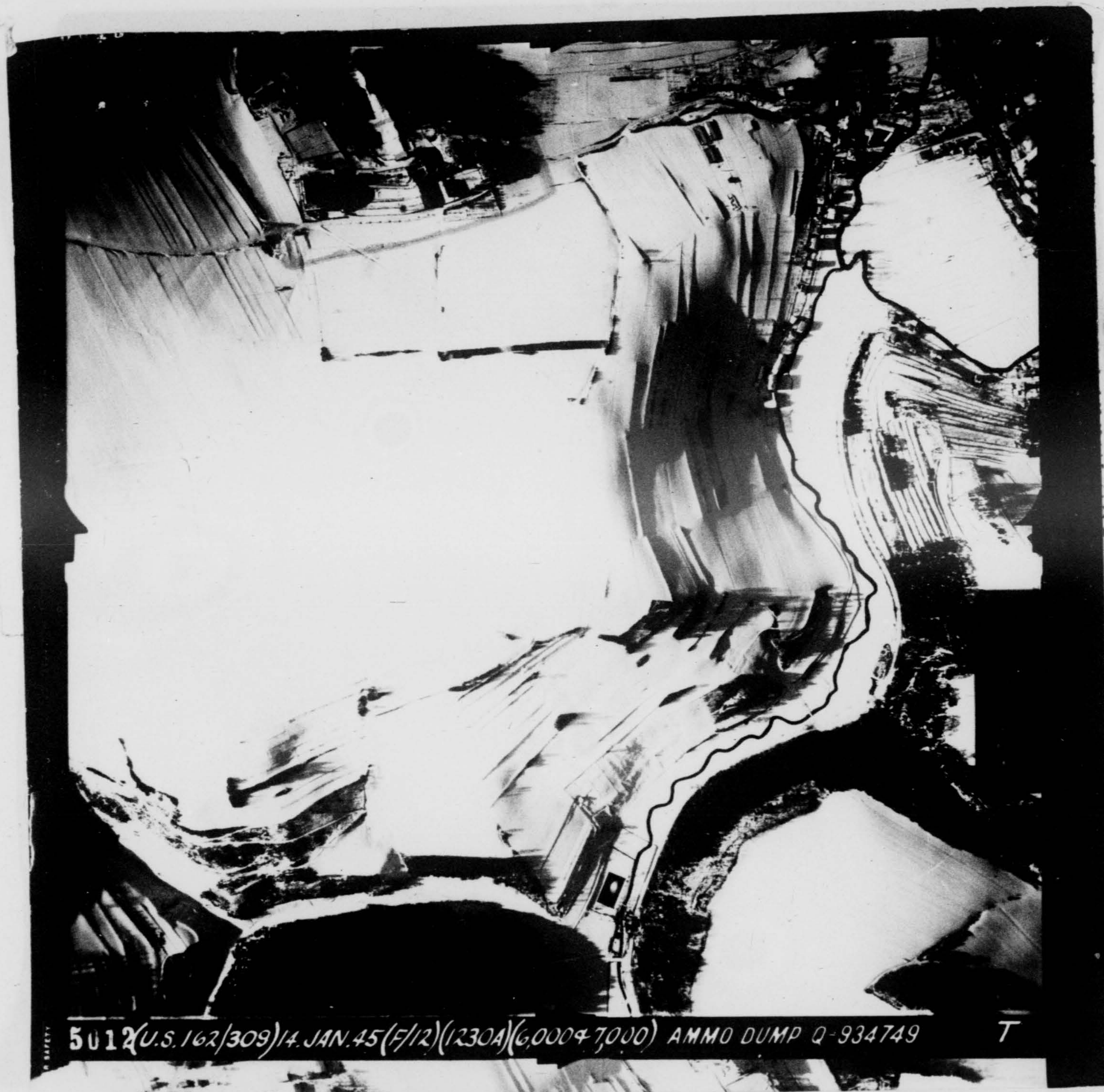
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*U2-59 FISCHBACH F/B (B+)
(WR-139970)
(FUEL DUMPS)

MAR. 2 - 27 F.G. - 16 X 500 - ABTA - EXPLOSIONS & FLAME -
MAR. 13 - 86 F.G. - 8 X 500 G.P. & NAPALM. - ABTA - NO EXPLOSIONS - NO CLAIMS

17 FEB. 358 F.G.

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D. MISC:

Mick 1. FUEL DUMP R-139970 PHOTO NO. 5004 (US/111/251)
R-139970 COMPLETE COVER ON GOOD PHOTOS SHOWS NO FUEL DUMP
PRESENT. THERE ARE MANY WOODED CLUMPS THROUGHOUT AREA, MAY
POSSIBLY BE CO// CAMOUFLAGED AS WOODED CLUMP IF PRESENT AT ALL
3 BOMB CRATERS THIS VICINITY HAVE CAUSED NO DAMAGE.

13/3/45
1535A

--- WALKER ---

BT140400A
DEL AR KKK
LGNT RD NR 3 14/0751A JRB AR K

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IV. HOCHSPEYER Area C-3 9-13 Jan 45 (PW ZIMMER)
Ref Map:-GERMANY 1:25,000, Sheet 6513, Second Edition (AEF)(Colored)

MILITARY

a) Dumps (Sortie No US 34/3272, Print B 4006, Date 5 Jan 45)

138972-142950 Along the road between grid refs, on both sides, source saw approx 15 paths leading into the woods; approx 20 gasoline drums, each with an estimated capacity of 50 gallons, were located at the beginning of each path. Trucks alongside the road were loading and unloading barrels. About seven Negro PW were working here, but source does not know whether

14259570 they were American or French. Gasoline is stored EAST of coordinate in a heavily wooded area. Additional gasoline drums are placed WEST of the

143954-143961 road between grid refs.

138969-8972 WEST of the road between coordinates are several gasoline dumps, source states. More gasoline drums are located EAST of the road between coordi-

38971-37972 nates.

b) Locations

080965-090972 Source saw a PW enclosure in the area approx between grid refs, approx 100 m NORTH of the road. From the road only four barracks are visible. Each holds approx 60 men. The PW camp is surrounded by barbed wire. Source saw two Negro PW in the vic.

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XII TAC

TARGET NO. U2-59 TYPE: FUEL DUMPS COORD: a. WR 139970
b. WR 143956

B AC

Source and Date. GROUND INFO (29 Jan 45) & PI (5 Jan 45)

FISCHBACH

Comments: GROUND: (1) Gas dump along road between R 138972 and R 142950. Details as follows: Area "B" on print: ---142595 70. Just E of coordinate, in heavily wooded area, a gas dump. 143954-143961. Between coordinates on W side of road, are several small gas dumps.*138971- Additional gas dumps E of road. 138969-138972- On West side of road are sevral small gas dumps. (CSDIC 29 Jan 45). (2) It is possible that these dumps may be all or part of the GHQ fuel dump reported in ENKENBACH in a captured document dated 11 Jan 45. PHOTO INTERPRETATION: Woods too thick for dumps to be visible. However the road on which dumps are reported appears much-used, although it is not a throughway to the S.

U834/3272 4005

* Area "A" on print.

F I B

Date sent Photo Center 31-1-45

Date returned from P.C. 2-2-45

Date furnished ASC & XII TAC 2-2-45

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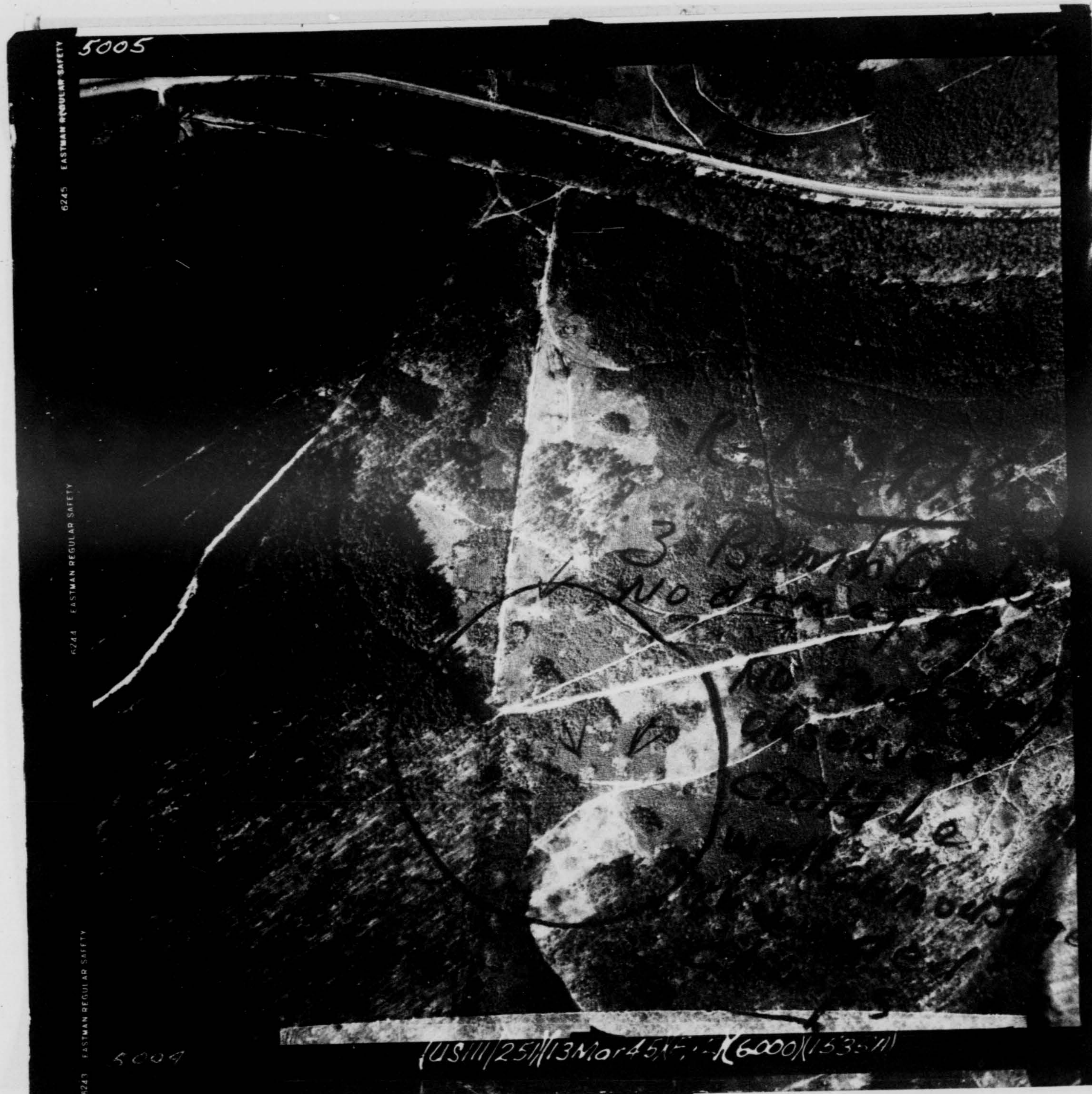
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*VI-44 ESCHRINGEN (B)
(WQ-539659)
(BARRACKS)

19 FEB. - 50 F.G. - 6X500 ROCKETS - 2 LARGE FIRES - 4 BLDGS. DEST. - 2 BLDGS. DAM.
20 Feb - 50 F.G - 4X460 - No dam - [illegible]

17 FEB. - 50 F.G.

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21 Jan
US 3427

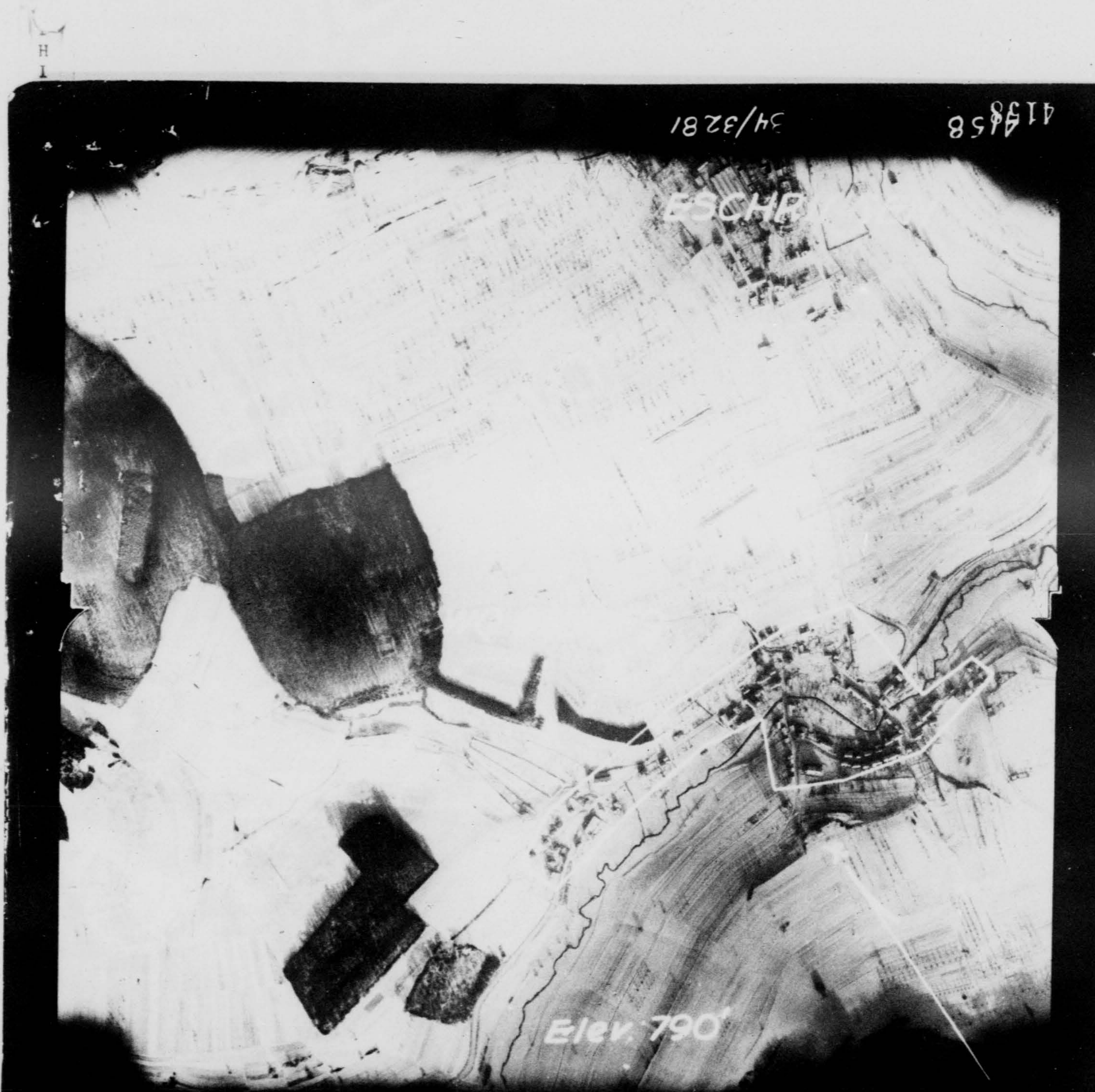
ESCHRINGEN TOWN C-539659 PRINTS 3034-35, SCALE 1/10,500
PHOTOS OF POOR QUALITY AND COMPLETE COVER SHOW LITTLE IF ANY BOMB DAMAGE IN TOWN. POSSIBLE VEHICLE ACTIVITY AROUND BUILDINGS IN CENTER OF ~~TW//~~TOWN.

VI-44

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(BARRACKS) — XII TAC

TARGET NO. VI-44 TYPE: Town of [illegible] COORD: [illegible] 539659

B

Source and Date. PHOTO INTERPRETATION (2 Feb 45)
REQUESTED BY AIR SUPPORT CONTROL

Comments: Normal signs of activity in town. Main roads show moderate to heavy track activity.
-Interpretation from US34/3341 4104 2 Feb 45
Interpretation on US34/3281 [illegible] 5 Jan 45

Date sent Photo Center 15-2-45

Date returned from P.C. 16-2-45

Date furnished ASC & XII TAC 16-2-45

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U.S/34/3449
23/2/45

FUEL DUMP AT ELSCHBACH Q-787992 PRINT NO: 3169-70 SCALE U2-58
------------------------------1/10,000.
COMPLETE COVER ON FAIR QUALITY PRINTS. SEVEN SCATTERED CRATERS ARE VISIBLE IMMEDIATELY SOUTH OF THE AREA. SEVEN 75 FOOT RECTANGULAR BUILDINGS AND STORES ON WOODED KNOLL UNDAMAGED.

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*U2-58 REHWEILER (WQ-787992) (FUEL DUMP) F/B (B+)

14 FEB. - 371 F.G. - 16x500 8x75 — 3 D/H BUT NO UNUSUAL EXPLOSION.

15 FEB. - 371 F.G. - 23x500 - 6 NEAR MISSES - NO CLAIMS

10 FEB. 50 F.G.

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XII TAC

TARGET NO. U2-58 TYPE: Fuel Dump COORD: WQ 787992

Source and Date. Ground Information (11 Jan 45) & Photo Interpretation B+

Comments: REHWEILER

GROUND INFORMATION: Army fuel dump at Rehweiler. (VI Corps G-2 Periodic Report No. 155, from captured document dated 11 Jan 45).

Photo Interpretation: 10 huts concealed in a wood at the above pin-point. Served by road. Appears active.

US34/3272 4192

F/B

Date sent Photo Center 23-1-45

Date returned from P.C. 24-1-45

Date furnished ASC & XII TAC 24-1-45

X-15-2 6 x 1 m.

0669

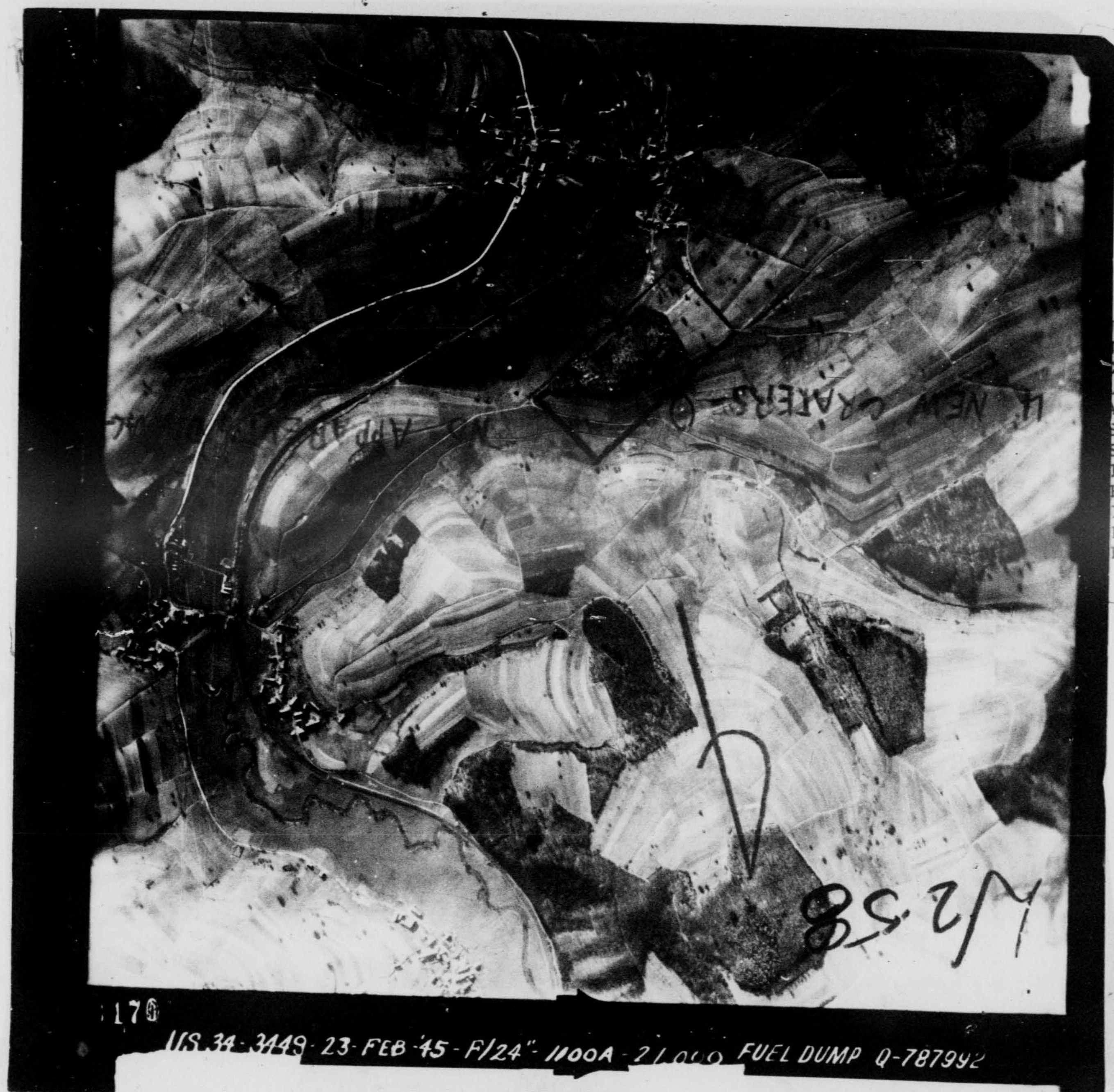
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*
U1-50

GUCHENBACH F/B (B+)
(WQ-441797)
(AMMO DUMP)

21 FEB. - 324 F.G. - 16X500 4X460 - 3 SMALL EXPLOSIONS + 3 SMALL FIRES RESULTED. - 1 DUMP DAM.
28 FEB. - 324 F.G. - 18X500 - 1 SMALL EXPLOSION - HAZE PREVENTED OBSERVATIONS
2 MAR. - 27 F.G. - 24X500 - N.R.O.
13 MAR. - 27 F.G. - 24X500 G.P. - 6 HITS CAUSED BROWN SMOKE - 10 HITS - WHITE SMOKE - DAM. DUMP
13 MAR. - 27 F.G. - 24X500 M17 - 17BTA - NRO

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15 Ude
US/34/3564

AMMO DUMP Q-441797 PHOTOS 4232-33 SCALE 1:10,000
~~AAAA~~---- COMPLETE COVER AND GOOD QUALITY . THERE IS NO
EVIDENCE OF ATTACK AT OR NREAR THIS PINPOINT. (US/34/3546) 11-50

WALKER - - - -

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U 1 - 50	28 Feb 45	US31/3471	Some craters in area; no definite activity.

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XII TAC

TARGET NO. U1-50 TYPE: Ammo Dump COORD: WQ 441797

B

Source and Date. PHOTO INTERPRETATION

GUCHENBACH

Comments: 31 stacks, probably ammo, dispersed along road as anotated on target photo. There are no revetments around the stacks. Much track activity on road and paths leading to each stack. Numerous Seigfried Line defenses in immediate vicinity of dump.

Interpreted from US34/3341 3071 2 Feb 45
Targeted on US34/3185 4179

Bank Stone

E/B

Date sent Photo Center 12-2-45

Date returned from P.C. 13-2-45

Date furnished ASC & XII TAC 13-2-45

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3057
3056
(US 34/3447) 22 FEB 45 (F/24) (1445A) (19000) GÜCHENBACH AMMO DUMP

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LEBACH, R/C AND MILITARY AREA (GSGS 4416/U1-Q/397902). These installations are described fully in reports US10/T 441 and US10/T 515, and are covered on prints of good quality. There is no new damage to the R/C since 15.2.45 (Report US10/D 727). Through lines are still cut and loading remains light. The disposition and quantity of stores in the area (1) US10/T 441 has not changed. The balance of the installations do not display any evidence of activity and no M/T are present.

Sortie: US 31/4307 - 1002,03,04.
Hour: 1145A Date: 2.3.45

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*U1-46 LABACH M/B F/B (C)
(WQ-396902)
(SUPPLIES)

14 FEB. 42 B.W. 72X500 - 69X500 DVC. 3 WAREHOUSES IN S/W SECTOR HIT + 2 OTHERS DAM.
1-3-45 - 367 CP. - 12X1000 - NO RESULTS. OBS,

14 FEB. 320 B.G.

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U 1 - 46	28 Feb 45	US34/3473	(b)	2 small bldgs. destroyed; 4 small bldgs. and one large bldg. damaged; many craters in area and no attempt made to fill them in. No apparent activity.	9

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CONFIDENTIAL 16 Feb 45

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/D 727

(a) LOCALITY: LEBACH R/C AND SUPPLY (GSGS 4416/U 1 - Q/397900)

(b) SORTIE: US 31/4141 - 2079,80. SORTIE SCALE: 10,500

(c) TOT: 15 Feb 45, 1030A F.L.: 24" ANNOTATED PRINT: None

(d) PERIOD UNDER REVIEW: This report covers damage from 1110A hours 24.12.44 to date.

(e) COVER: The target is covered on a single print of fair quality.

(f) STATEMENT: At least 17 hits are seen in the R/C which have cut all lines and blocked traffic between NEUNKIRCHEN and DILLINGER. At least 15 goods wagons are destroyed or damaged. The military installation at Q/400899 described in report US10/T 515 (1) has received further damage. One of the M/T sheds and a small building are burning at the time of photography.

(g) ACTIVITY: No activity is noted.

CONFIDENTIAL
10th P.I.D. at Hq. 10th P.G. DISTRIBUTION "D"

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ADDED INFORMATION FOR FOLLOWING TARGETS:

Nick Show me fotos.

U1-46

An engineer depot is located between [illegible] (Q3990) and [illegible] ([illegible]). The depot is 1km long and 500 meters wide. During September 1944, this depot was [illegible] most important in the area. SOURCE: OSS, [illegible] Jan 45. Comment: Believe this report to apply to area "b" on target No. U1-46.

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SORTIE USED:

SORTIE	TIME	DATE	REF NO	REQUEST NO
682/B/106	1545A	14/2/45	Y/377	P-98, P-99A, P-100 P-95 A AND B

A. AIRFIELDS: NONE COVERED

B. ROADS RAILROADS AND BRIDGES:

1. RAIL YARDS AND MILITARY AREA AT Q-396902 AND Q-400899 PRINTS 4133--38 SCALE 1/7000.
--COMPLETE COVER ON GOOD QUALITY PHOTOS SHOWS OVER 31 CRATERS IN RAIL YARDS AREA CUTTING ALL THRU LINES AND DAMAGING OR DESTROYING OVER 15 RAIL CARS. THREE LARGE DOUBLE STORY BUILDNGS EAST OF THE RAIL YARDS HAVE BEEN SEVERLY DAMAGED AND ONE OTHER BUILDING IS BURNING FIERCELY. SEVERAL OTHER SMALLER BUILDINGS HAVE ALSO BEN DESTROYED BY THE CONCENTRATION OF HITS IN THIS AREA.

VI-46

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WAS SERVICEABLE PD LEBACH SUPPLY DEPOT WILLIAM QUEEN FOUR XERO
XERO EIGHT NINE NINE PD SOUTHWEST HALF OF TARGET WAS WELL
COVERED WITH HITS ON THREE OF THE BUILDINGS PD THERE WAS
NO PHOTO COVERAGE OF INCENDIARY BOMBS DROPPED ON THIS TARGET

15/2/45

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Any targets MU here ??

Q-395903-----2 LARGE STORAGE SHEDS BADLY DAMAGED. THERE ARE NUMEROUS SMALL BUILDINGS BOTH NORTH AND SOUTH OF THE M/Y BADLY DAMAGED

Q-405895, Q-392903, Q-398902 ROAD APPROACHES TO M/Y ARE BLOCKE AT THESE POINTS. MAIN ROADS AND BRIDGES IN IMMEDIATE VICINITY OF EASTERN END OF M/Y APPEAR TO BE CLEAR.

C. GUN POSITIONS:

1. 2 BATTERIES OF 3 LIGHT AA GUNS EACH APPEAR TO BE UNOCCUPIED AT Q-407902.

D. MISC:

1. Q-400899------PRINT NO. 5002
---------3 LARGE BUILDINGS ARE EITHER INCOMPLETE OR HAVE ROOF DAMAGE, THERE ARE 2 LARGE BUILDINGS COMPLETE AND UNDAMAGE AT SAME POINT.
Q-399900------PRINT NO. 5002 U1-46
---------2 LARGE BUILDINGS DAMAGED AT THIS POINT. U1-46
Q-399899------STACKS OF MATERIEL APPEAR INTACT.

-----------WALKER--------

13-2-45

END OF MSG ACK PLS KKK

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9. An important depot of engineer equipment is located between Jabach (Q39) and Lebach (Q49); the depot is 1 km long and 500m wide; at the end of September 1944, the depot was still considered very important. Blockhouses for heavy MGs are located at Huttersdorf on the right bank of the Saar. The interval between blockhouses is 50 meters.

H

OSS 3rd A. Journal 13 - 3 Feb 45
Source reliable

41-46

3rd

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7TH ARMY

G-2 DISSEMINATION

Kassel

CLASSIFICATION: SECRET

DATE: 8 February 1945

TO: ASC - XII TAC

EXTRACT FROM: Third US Army - G-2 Periodic Report No. 241 - 7 February 1945

2. DUMPS.

An engineer depot is located between JABACH (Q 3990) and LEBACH (Q 4090). The depot is 1Km long and 500 meters wide. During Sep 1944 this depot was considered the most important in the area. 28 Jan 1945 - OSS Agent.

H - Photo

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4	LEBACH	4416/U1 397904	Ammunition depot near RR station covering an area 160 metres by 100 metres.	17 Dec 44	Ungraded ground source	A

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H U1-4e 9. PRIMS Valley. A large engineer materiel dump is located between LEBACH Q 405 - 910) and JABACH (400 - 904). It is 1 km long and 500 metres wide. It was still very important at the end of September 1944. 7th A G-2, 2 Feb OSS, C-2

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X XII 30C

TARGET NO. U1-46 TYPE: a. Rail Head b. Supply Depot COORD: a. WL 396902 b. WL 400899

Source and Date. Photo Interpretation

LABACH

Comments:

a. Rail Head: Approx size is 2900' x 260'. It has 4 dead-end sidings, 7 loop sidings, 2 through tracks, 5 goods sheds, hard standing for loading M/T to wagons direct, passenger station on E end, and 120 wagons in yard at time of photo. Previous bombing caused little or no damage.

b. Supply Depot: 5 large warehouses, 2 small M/T sheds, 6 other sheds probably used as barracks. 1 M/T seen leaving area and 1 M/T seen approaching area. Ammo has been reported in vicinity of depot. Much track activity.

M/B F/B

US34/3304 4039

Date sent Photo Center 21-1-45

Date returned from P.C. 21-1-45

Date furnished ASC & XII TAC 21-1-45

X-Meda 14-2

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01-46
a. Rail Yard
b. Supply Depot
4039
34/3304

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C O N F I D E N T I A L

[illegible] 42ND BOMB WING (M)
A-2 SECTION
APO 374

First Phase Strike Assessment Report

[illegible] M/Y (R) Q-386902 [illegible] (320 BG/ 14-2-45/ 1406 hrs/ 136x500 bombs dropped)

Photo Coverage Excellent
Photo Quality Excellent
Time in process and delivery 6 hrs.
Average time per edited negative 12 min.

Bombs crossed the M/Y in three places cutting the tracks and blocking all through lines and sidings. Approximately 120 units of rolling stock were present and it appears that at least half of them were destroyed or damaged. Toward the west end of the M/Y several explosions took place among the rolling stock and in the buildings on the north perimeter of the M/Y. Numerous buildings and two warehouses were hit along the south edge of the M/Y. Prior to the attack the M/Y was serviceable.

[illegible] SUPPLY DEPOT (R) Q-400899 [illegible] (320 BG/ 14-2-45/ 1407 hrs/ 72x500 demo. and 69x500 M 17 incendiary bombs dropped)

Three warehouses in the southwest sector of the supply depot were hit and two others damaged by near misses. No fires or explosions were visible on the photos. There was no photo cover of the incendiary bombs, however, photos show them on their way down toward the target.

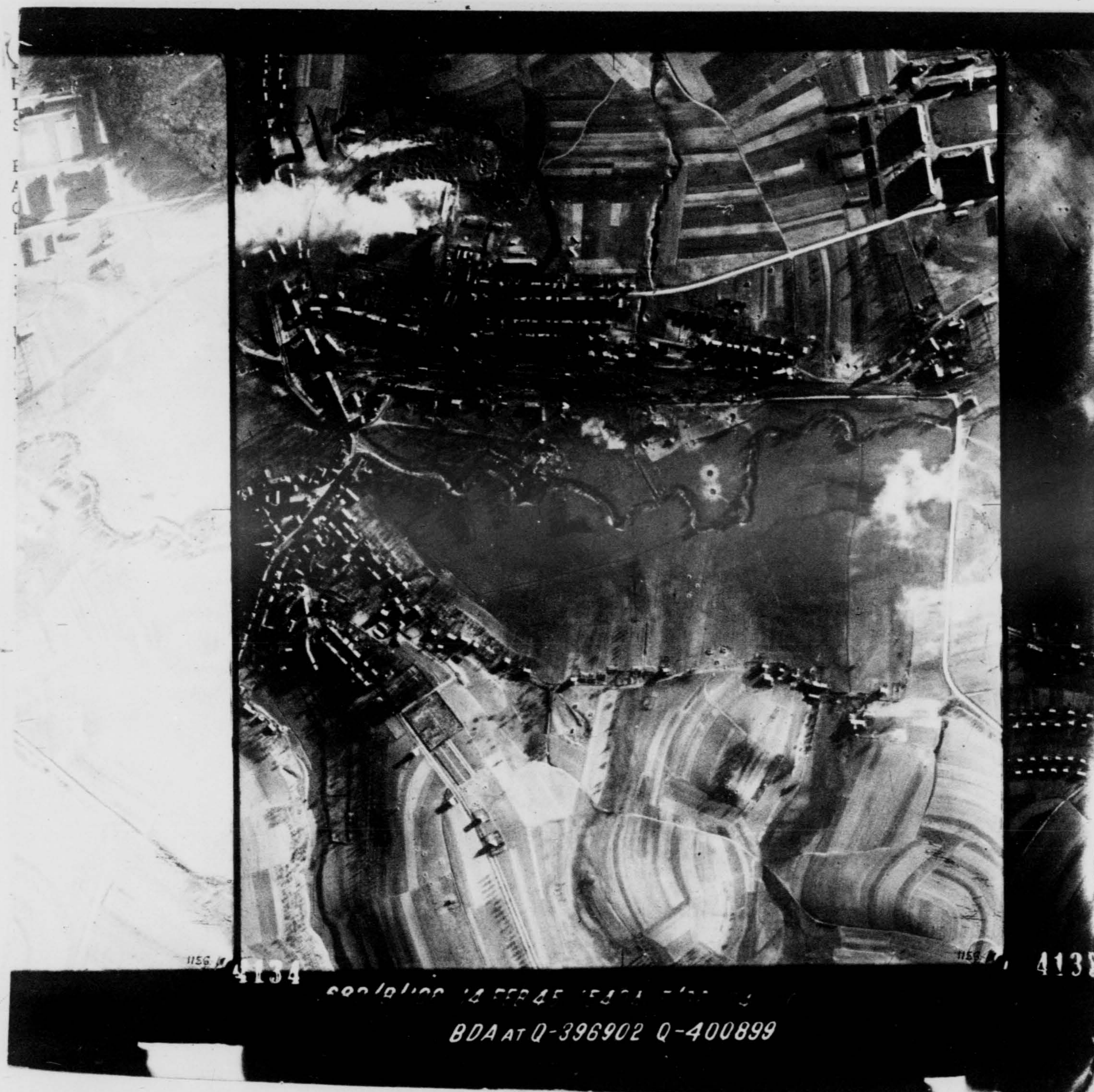
U1-426

3 a/c dropped 360x20 fragmentation bombs on flak position at (R) Q-391869. The target was missed, the bombs fell at (R) Q-378892 in an open field.

0693


11°
There was no photo coverage of incendiary bombs dropped.
EXPL.
Q-386 902
EXPL.
Q-400899
3 Aircraft Dropped
360×20 Frags on Anti Flak Mission
42ND BOMB WING (US) A-2 SECTION 14 FEB. 1945
LEBACH M/Y & SUPPLY DEPOT
BOMB FALL PLOT 320 BOMB GP. 14 FEB. 1945
(w)Q-386 902 — GERMANY — (w)Q-400 899
17a/c Dropt 136×500(.1¢.01)
Bombs Plotted= 93
Bomb Bursts
18a/c Dropt 72×500(.1¢.025)
and 69×500 (M-17 Incend.)
Bombs Plotted= 41

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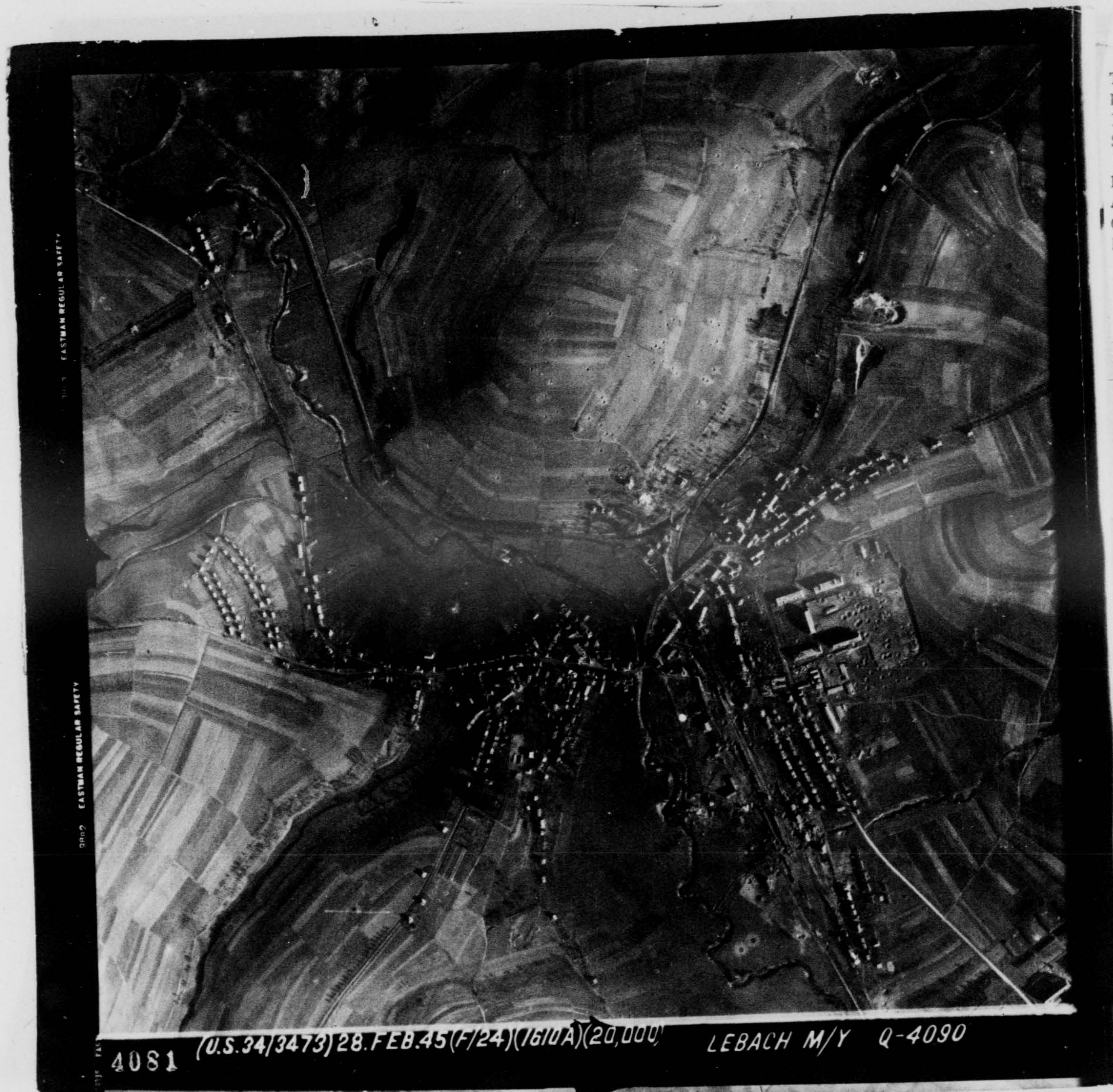
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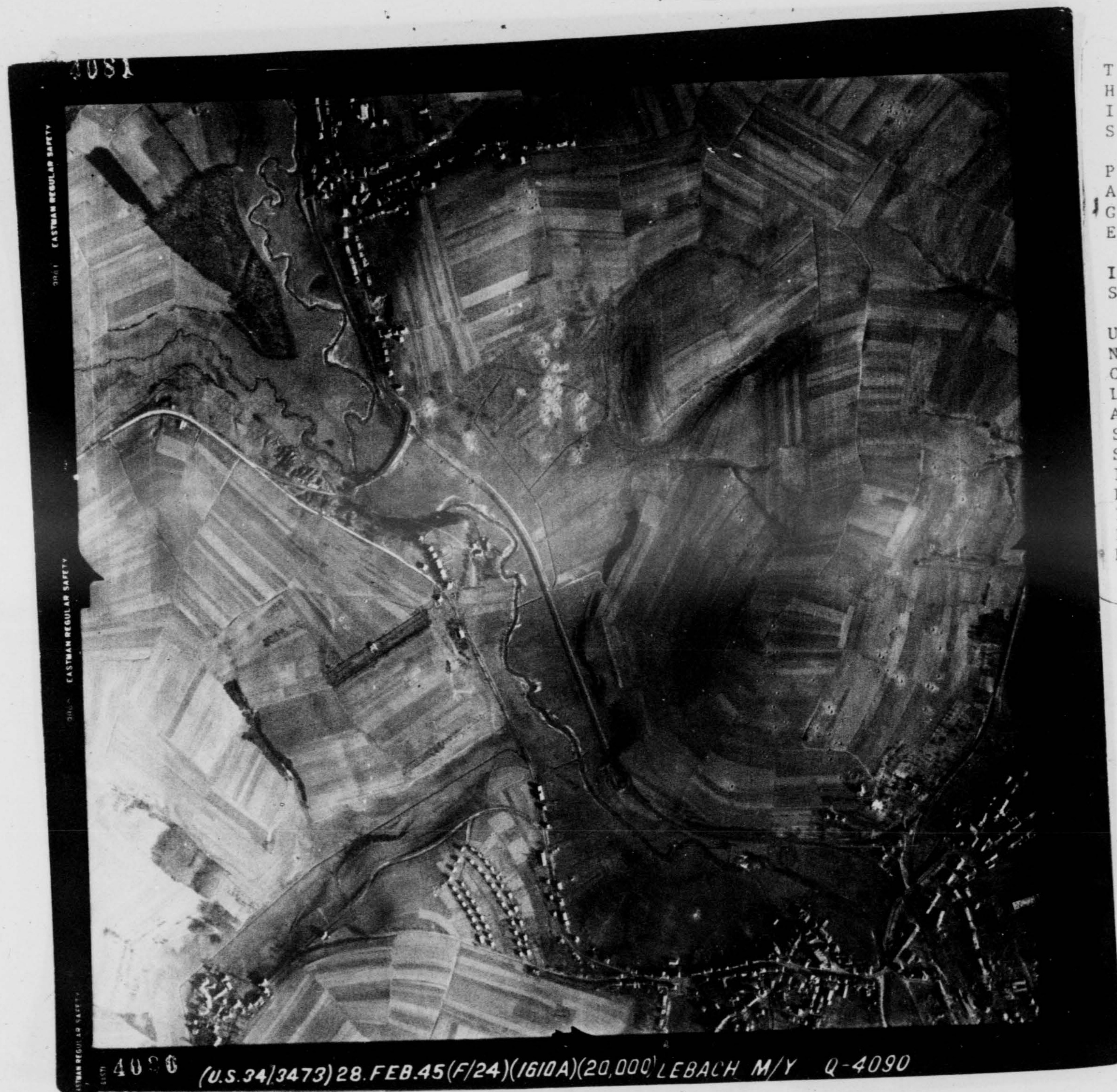
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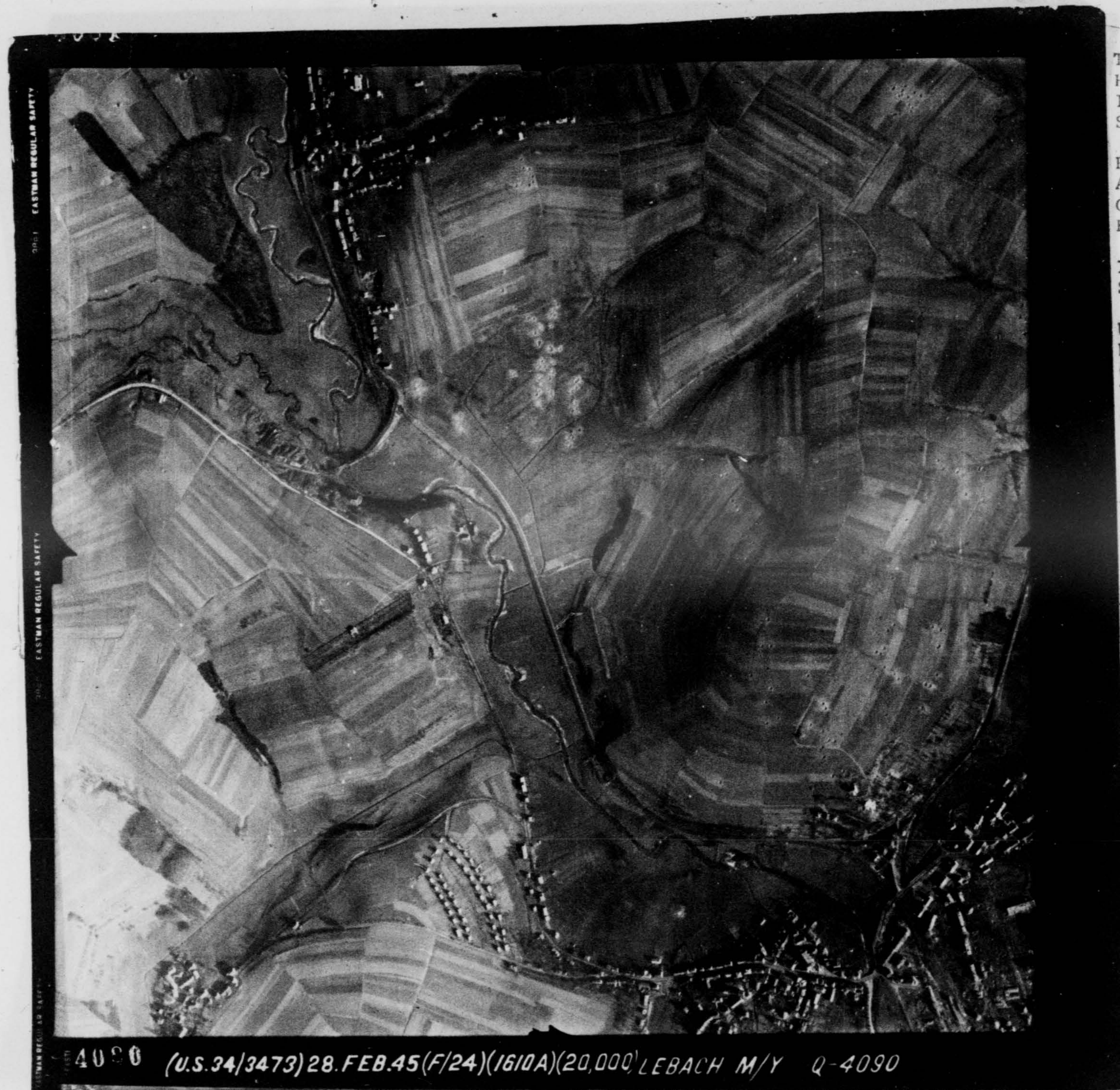
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Friendly Airdromes

25 Jan 1943

Incl. 1

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A-2's Copy

[redacted]

HEADQUARTERS FIRTY FIRST TROOP CARRIER WING
APO 650, U.S. Army
A-2 Section

25 January, 1943

SECOND CONSOLIDATED AIRDROME REPORT

You are receiving with this letter a mimeographed copy of the Second Consolidated Airdrome Report, compiled by the A-2 Section of the 51st Troop Carrier Wing from material furnished by the pilots and the S-2 personnel of the Troop Carrier Groups.

It is intended to issue amendments from time to time, but this can be done only if each pilot and navigator takes an interest in gathering new reports and corrections of the old and passes them on through his S-2. When you have corrections to make do not hesitate to fill out an entire form, as you may be furnishing much-needed information on matter other than the one uppermost in your mind.

It is hoped that in time this will become a complete and accurate guide to the airdromes of North Africa. Reports are particularly desired on the following airdromes:

[redacted]
Ain Temouchent
[redacted]
Alhucemas/El Herraiz
[redacted]
Bizerte/Sidi Ahmed
Bou Ficha
[redacted]
El Achier
Fedala
Feriana
Fleurus
Fontaine Chaude
[redacted]
Kairouan
Kaola D Ferda
Ksar Es Souk
Larache
Laghouat
Kasserine
Mechta Chal[illegible]

Lekef
Le Kouif
Louis Gentil
Matemore
Mazagan
[redacted]
Magador
Mostaganem
Noisy Le Bains
Oggaz
Ouezzane
[redacted]
Safi
Sfax
Sidi Bel Abbes
St. Denis Du Sig
[redacted]
Teluan
[redacted]
Tierville
[redacted]
Zaframe
Kouif
Kaloat Djerda
Ouled Rahmoun

By order of Colonel BAGBY:

JAMES L. LEE.
Lt. Col., A.C.,
Asst.C/S, A-2

[redacted]

0707

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Over

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Hq's, 51st T.C. Wg., 2nd Consolidated Airdrome Report, 18/2/43, Cont'd.

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ACCRA
(GOLDCOAST)

COORDINATES: 05° 36' N., 00° 10' W. ALTITUDE: 200'

MAP VARIATION: 12° W. (1942) ANNUAL CHANGE: 5' Easterly

MAP REFERENCE: Africa, Gold Coast, W.O. 1938.

LOCAL POSITION:

OBSTRUCTIONS: Six radio masts 70 ft. high on the west of the north end of the N/S runway, 3 masts 70 ft. high, control tower and barracks on west side of the N/S runway near the center. Four masts 100 ft. high to east of N/S runway.

DIMENSIONS:

RUNWAYS: Three, NNE/SSW - 4610 ft x 450 ft. (214° - 34°).
NE/SW - 4350 ft x 450 ft. (256° - 76°).
E/W - 3000 ft x 450 ft. (292° - 112°).
New extension on east end of E/W runway, planned perimeter track connections to all runway. Do not land on E/W runway

FACILITIES: (a) Fuel & Oil: Ample supply of oil and 100 octane gas.

(b) Water: Available.

(c) Phone, W/T, etc.: D/F stations, and radio stations. Electric border lights on runways, also flare pots.

(d) Radio Aids: U.S. Army station. Call "XJK". Civil station. Call "ZNT".

(e) Hangars & Workshops: Hangars to west of the N/S runway.

(f) Accomodations: Available for transients.

(g) Servicing: Best repairs in W. Africa, PAA and U.S. Army mechanics.

DISPERSAL: Ample room.

DEFENSES:

ACCESS: (a) Road: Road around the landing ground.

(b) Rail:

REMARKS:

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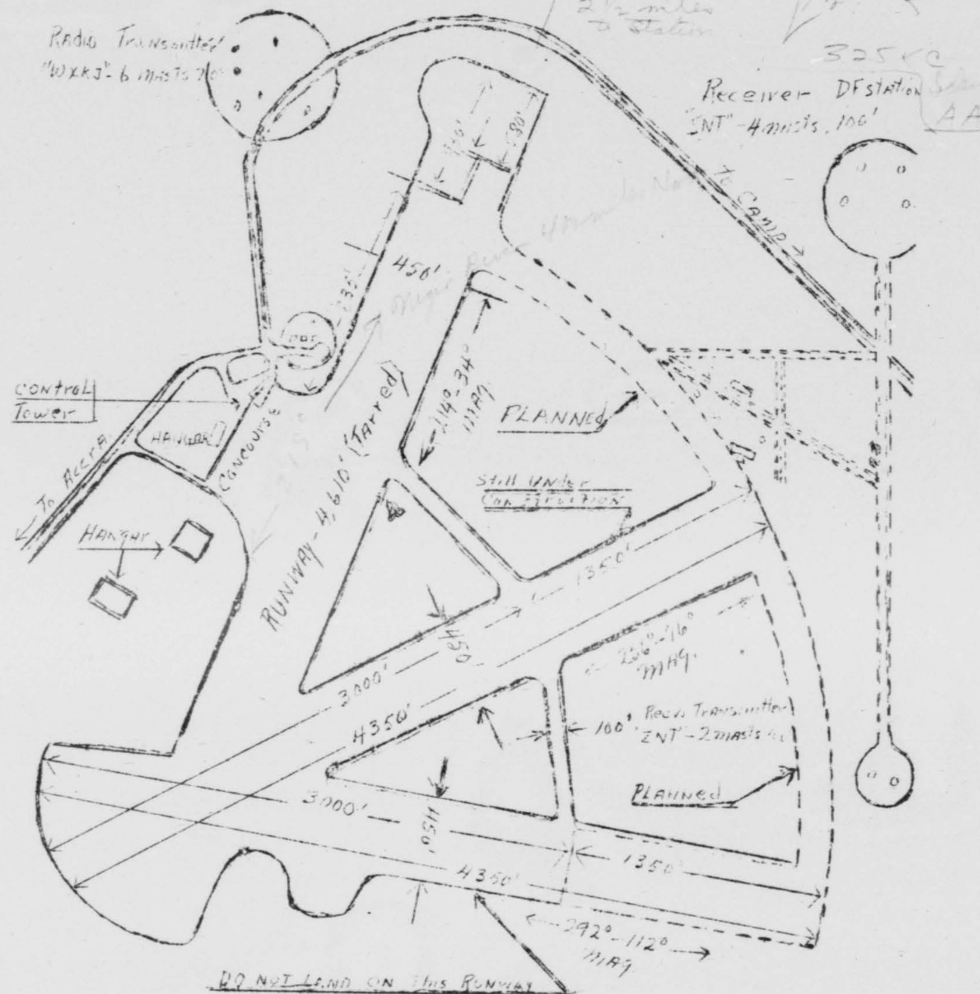
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Hq's, 51st T.C. Wg., 2nd Consolidated Airdrome Report, 15/2/43, cont'd.

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ACCRA AIRPORT
GOLD COAST

Lat.
Long - 00° 10' W.
Alt. 200'

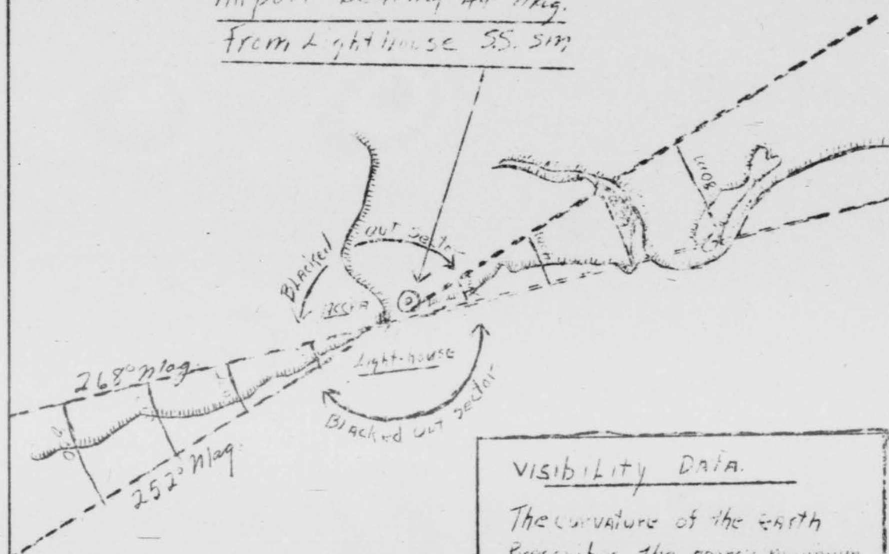
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SECRET - ACCRA Lighthouse -

Operation Details

Indentification Signal "G" by White Flashes

Airport Bearing 44° Mag. From Lighthouse 5.5 sm

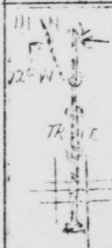


Visibility Data.

The curvature of the Earth Prescribes the approx. minimum altitudes at which the light is visible

20 mi - 22'
40 mi - 400'
60 mi - 1,300'
80 mi - 2,600

The light has been seen from 62 miles at 2,000'



ACCRA LIGHTHOUSE for EMERGENCY

CALL "WK" and request the Light - Time Reqd, 10 MIN.

MAX. RANGE Estimated - 80 S.M.

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AGADIR
(French Morocco)

COORDINATES: 30° 22' 06" N., 09° 33' 03" W. ALTITUDE: 115'

MAG VARIATION: 12° W. (1942) ANNUAL CHANGE: 7' Easter

MAP REFERENCE: GSGS 4072-A, 1:500,000.

LOCAL POSITION: Field located 4 miles SE of Agadir, on the N. side of the Agadir-Tiznit road. The town, road, and the village of Ben Sergao, immediately west of the field.

OBSTRUCTIONS: High tension wire, 66' high, ½ mile N. Hangars and buildings along the north, south, and west boundaries. Radio masts, 98' high, 3,900' south east of field. Telephone wire near the south boundary.

RUNWAYS: None, entire field usable.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available in Agadir.

(c) Phone, W/T, etc.: Telephone on field. Telegraph in Agadir. Floodlights operated on request. Illuminated landing "T" on south boundary. Boundary lights operated on request. Beacon revolving, white flashing A (·-), just east of the south hangars.

(d) Radio Aids: Aircraft station call CND - 260, 330, 5263, 8108, 11235 Kcs., code.

(e) Hangars & Workshops: Two hangars 98' x 66'. Door clearance, 22'. Two hangars, 108' x 98'.

(f) Accommodations: Provisions and water available in Agadir.

(g) Servicing: Minor repairs on field.

DISPERSAL: Adequate areas.

DEFENSES:

ACCESS: (a) Road: Road leads from the field to town.

(b) Rail: None.

REMARKS: Weather station on field. Center circle with "AGADIR" inscribed. Boundary and corner markers. Wind cone on SW side.

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SECRET

AIN BEIDA

COORDINATES: 35° 48' N., 07° 22' E. ALTITUDE: 2,950'

MAP VARIATIONS: 05° 51' W. (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: About 2½ Miles SW of village of Ain Beida, which is about 60 Miles SE of Constantine.

OBSTRUCTIONS:

DIMENSIONS: Approx. 3,300' x 3,300'.

SURFACE & DRAINAGE:

RUNWAYS:

FACILITIES: (a) Fuel & Oil:

(b) Water:

(c) Phone, W/T, etc.:

(d) Radio Aids:

(e) Hangars & Workshops:

(f) Accomodations:

(g) Servicing:

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Road to Constantine.

(b) Rail: Railroad to Constantine.

REMARKS:

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HEADQUARTERS FIFTY FIRST TROOP CARRIER WING
APO 650, U.S. ARMY
A-2 Section

25 January, 1943

2ND CONSOLIDATED AIRDROME REPORT

AIN-M'LILA

COORDINATES: 36° 01' N -- 06° 35' E ALTITUDE: 2,500'

MAP VARIATION: 6° 15' W. (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A, 1:500,000.

LOCAL POSITION: 1 mile S of Ain M'lila.

OBSTRUCTIONS: Mountains 2½ miles to the west of the landing ground, also more distant mountains to the south and north.

DIMENSIONS: Triangular, 6,000 ft X 10,000 ft. X 10,000 ft.

SURFACE & DRAINAGE: Hard dirt surface, good drainage.

RUNWAYS: Three. N/S, two runways 6,000 ft. (350°), NW/SE, one runway 6,800 ft x 150 ft. (330°). Landing surface in good condition.

FACILITIES: (a) Fuel & Oil: Only 5,000 gallon of fuel available.

(b) Water: Good supply, needs chlorinating.

(c) Phone, W/T, etc.,: Teletype being installed. (Switchboard call "ONYX") (Teletype and telegraph writer callis "SX").

(d) Radio Aids: None used.

(e) Hangars & Workshops: No hangars. Workshops and repairs poor.

(f) Accomodations; Fair mess, no quarters. (Pup tents).

(g) Servicing: None.

DISPERSALS: Good dispersal points.

DEFENSES: Few 50 mm guns.

ACCESS: (a) Road: Good, connections with the main Algiers road.

(b) Rail: Station at Ain-M'lila.

REMARKS:

(Over map on back)

0716

SECRET

AIN SEFRA

COORDINATES: 32° 48' N., 00° 29' W. ALTITUDE: 3,510'

MAP VARIATION: 08° 30' W. (1943) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 2871, 1:2,000,000

LOCAL POSITION: Landing ground is 5 miles east of Ain Sefra near north side of narrow gauge railroad on south side of Sefra-Asla Road.

OBSTRUCTIONS:

DIMENSIONS: Approx. 3,280' x 3,120'.

SURFACE & DRAINAGE: Firm, hard. An all weather field.

RUNWAYS:

FACILITIES: (a) Fuel & Oil:

(b) Water:

(c) Phone, W/T, etc.:

(d) Radio Aids:

(e) Hangars & Workshops:

(f) Accomodations:

(g) Servicing:

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Near the Sefra-Asla Road.

(b) Rail: Narrow gauge railroad.

REMARKS:

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ALGER/HUSSEIN DEY

COORDINATES: 36° 44' 34" N., 03° 06' 47" E. ALTITUDE: 3'

MAP VARIATION: 7° 30' W., (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: Between railroad and seashore 2½ miles SE of Algiers and 1¼ miles EN of Kua aviation beacon. Dome of Kuba Seminary and aviation beacon close east of the field. Railroad paralleling sea shore. Harrach river is on the east side of the field.

OBSTRUCTION: Approaches are clear. Hangars and other buildings are at the NW end of the field. Sand dunes line the shore adjacent of the field.

DIMENSIONS: Rectangular shape, NE/SW., 1,230 ; NW/SE., 1,738'. Wind cone on the NW end of the field.

RUNWAYS:

FACILITIES: (a) Fuel & Oil: Aviation gasoline and oil with personnel for servicing are available.

(b) Water: Available.

(c) Phone, W/T, etc.:Telephone and telegraph available.

(d) Radio Aids: Aircraft and direction-finder stations. Calls: "FNA" and "FOX": "FNA" - transmitting, 340 kcs., code, 348 kcs., voice. Receiving, 322 kcs., code, 348 kcs., voice. "FOX" - transmitting, 6275, 11200, and 16800 kcs., code. Receiving, 6275, 11200, 6650, and 16800 kcs., code.

(e) Hangars & Workshops: One large hangar and 3 medium double-span, hangar-type buildings. Repair shop on the field.

(f) Accomodations: Barracks and juts 1 mile to the east of the field. Hotels in Algiers.

(g) Servicing: Available.

DISPERSAL: Meteorological station at the seaplane base.

DEFENSES:

ACCESS: (a) Road: Road to Algiers.

(b) Rail: Connections to Algiers from station near field.

REMARKS:

SECRET

SECRET

ATAR
(French West Africa)

COORDINATES: 20° 44' N., 13° 05' W.

ALTITUDE:

ANNUAL CHANGE:

MAP VARIATION:

MAP REFERENCE:

LOCAL POSITION: 2 miles SSE of the town of ATAR. Approx. 435 mile NE of DAKAR.

OBSTRUCTIONS: Mountains all around the landing ground, at a distance of four to five miles.
tance of __, gravel and sod. Well drained

RUNWAYS: None, entire field usable.

FACILITIES: (a) Fuel & Oil: Limited quantities.

(b) Water: Limited quantities.

(c) Phone, W/T, etc.,: W/T available.

(d) Radio Aids: Radio being installed.

(e) Hangars & Workshops: One hangar, fair size. No workshops.

(f) Accomodations: Facilities limited.

(g) Servicing: Available, No repairs.

DISPERSAL: Open dispersal only.

DEFENSES:

ACCESS: (a) Road: Main highway at Atar.
(b) Rail:

REMARKS: Visibility poor (2-3 miles) dust very bad. The landing ground is hard to find.

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BEDEAU

COORDINATES: 34° 29' 46" N., 00° 43' 21" W. ALTITUDE: 3,970'

MAP REFERENCE: GSGS 4072-A, 1:500,000 ANNUAL CHANGE: 7' E.

MAP VARIATION: 8° 50' W. (1942)

LOCAL POSITION: One mile east of Bedeau on south side of road. Approx. 140 miles south of Oran. On the road from Oran and Sidi Bel Abbes.

OBSTRUCTIONS:

DIMENSIONS: Approx. 2,650 x 2,000 feet.

SURFACE & DRAINAGE: Firm, slopes to the southwest.

RUNWAYS:

FACILITIES: (a) Fuel & Oil:

(b) Water:

(c) Phone, W/T, etc.:

(d) Radio Aids:

(e) Hangars & Workshops:

(f) Accomodations:

(g) Servicing:

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Main road to the north of the landing ground. Connections to Sidi Bel Abbes and to Oran.

(b) Rail: Station at Bedeau.

REMARKS:

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BERCA No. 2

COORDINATES: 32° 04' N., 20° 06' E. ALTITUDE: 100'

MAP VARIATION: 2° W (1941) ANNUAL CHANGE: 5' E.

MAP REFERENCE: GSGS 2465, 1:1,000,000

LOCAL POSITION: 6 miles south of Bengazi.

OBSTRUCTIONS: None.

DIMENSIONS: 7,000 x 4,000

SURFACE & DRAINAGE: Dirt surface. Good drainage.

RUNWAYS: None. Best landing N-S 6,000 ft.

FACILITIES: (a) Fuel & Oil:

(b) Water:

(c) Phone, W/T, etc.,:

(d) Radio Aids:

(e) Accomodations: None

(f) Hangars & Workshops: British workshops in tents. No Hangars.

(g) Servicing: Available.

DISPERSAL: Good.

DEFENSES:

ACCESS: (a) Road: Yes.

(b) Rail: Yes.

(c) Sea : Port of Bengazi.

REMARKS: Must approach from S-E at 1,000 feet. All transport aircraft in Western desert use W/T call sign ANJ. R/T call sign "ABSYNTHE".

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BERTEAUX

COORDINATES: 36° 06' N -- 06° 28' E. ALTITUDE: 2,500'

MAP VARIATION: 6° 10' W. (Approx.) 1942. ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1:500,000, 34/4.

LOCAL POSITION: Four miles SE of Telergma on highway. Near small village of Berteaux on direct route from Youks to Maison Blanche.

OBSTRUCTIONS: None. The only natural obstructions are 2-miles south.

DIMENSIONS: About 2-miles square.

SURFACE & DRAINAGE: Clay soil, slight slope. Drainage very good.

RUNWAYS: One, 5,000' X 300' (Approx.). Hard dirt freshly made. Perimeter strip to right of runway, spongy off runway. Good place to land. Three ship formation of C-47's can land on runway by landing N & S.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available.

(c) Phone, W/T, etc.: Phone code name "New London".

(d) Radio Aids: Available.

(e) Hangars & Workshops: None.

(f) Accomodations: Meals for transients. Barracks and offices for base personnel, only.

(g) Servicing: Available.

DISPERSALS: Only for home ships, a few ships may be dispersed to north and south when dry. Marked dispersal points, being made by Engineers at present time. (January, 1943.) These dispersals are being graded to the runway.

DEFENSES: Fighter patrol, A hill overlooking the field from the S is crowned with A/A gun emplacements.

ACCESS: (a) Road: North of landing ground.
(b) Rail: Station at Telergma about 4-miles to the NW.

SECRET

REMARKS: 14th Fighter Squadron stationed here. P-38's and B-25's.



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Hq's 51st Troop Carrier Wing, 2nd Consolidated Airdrome report, 30/1/43

BISKRA (Boston)

COORDINATES: 34° 52' N --- 05° 45' E. ALTITUDE: 120 ft.

MAP VARIATION: 6° 21' W. (1943) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: Code AF, GSGS 4072-A, NE 34/4

LOCAL POSITION: Four miles South of town of Briska.

OBSTRUCTIONS: A few tall trees on the NE side. All other approaches free.

DIMENSIONS: Very large, approx. 6,000' X 6,000'.

SURFACE AND DRAINAGE: Smooth dirt, dusty, very flat. Whole field is usable, all weather. Land any direction, but north and south is perfect.

RUNWAYS: Three runways; NE/SW - 4,500' x 200'; E/S 6,000' x 300'; N/S - 7,000' x 600'. Dusty clay.

FACILITIES: (a) Fuel & Oil: Available. (Good supply)

(b) Water: Available. (But poor)

(c) Phone, W/T, etc. : Phone code name "New Market".

(d) Radio aids: Frequency 116.1 M.C., call "Wiseman", Operates from 0700 Z to 1630 Z.

(e) Hangars & Workshops: Two medium sized hangars on the west side of the field.

(f) Accommodations. Very limited for transicents, mostly in town. Very cold at night. Hot in day time.

(g) Servicing: Poor servicing facilities.

DISPERSALS: Around perimeter of field in open only.

DEFENSES: Some local French guns, type and number unknown.

ACCESS: (a) Road: One good road on west side.
(b) Rail: Station at Biskra
(c) Sea :

REMARKS: 97th Bomb Group, now stationed at Biskra. 101st Fighter, 1st Fighter, and 52nd Fighter Groups are now moving in.

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BIZERTE
(Tunisia)

COORDINATES: 37° 15' 00" N., 09° 47' 09" E. ALTITUDE: 16 ft.

MAP VARIATION: ANNUAL CHANGE:

MAP REFERENCE:

LOCAL POSITION: Field is $4\frac{1}{2}$ miles WSW of Bizerta along the north shore of Bizerta lake.

OBSTRUCTIONS: Hangars and buildings along N and NW boundaries, maximum height about 130 feet. Telephone line and scattered trees along railroad at south boundary of field. Hills about 200 ft. high, north along road north of the field. Radio towers 165 feet high, at seaplane base 2 miles ENE of field.

DIMENSIONS: Irregular shape. NE/SW 4,100 ft. x 3,445 ft.

SURFACE & DRAINAGE: Grass surface, liable to be soft when wet and might crack in dry weather.

RUNWAYS: Concrete runways: NW/SE, 3,900 ft.

FACILITIES: (a) Fuel & Oil: Aviation gasoline and oil.

(b) Water: Available.

(c) Phone, W/T, etc.,: Telephone and telegraph on the field.

(d) Radio Aids:

(e) Hangars & Workshops: Several hangars. Workshop on the field.

(f) Accomodations: Barracks at field: Hotel in Bizerte.

(g) Servicing:

DISPERSAL: Adequate areas.

DEFENSES:

ACCESS: (a) Road: Road extending SW from Bizerta along north boundary of field.

(b) Rail: Railroad along south boundary of field. Station in Bizerte.

REMARKS: Boundary markers: white circle and name "BIZERTE" near center of field. Wind cone on buildings on north and north west boundaries.



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Hq's, 51st T.C. Wing, 2nd Consolidated Airdrome Report, 2-1-43

BLIDA (Tampa)

COORDINATION: 36° 31' N. --- 02° 48' E. (Approx.) ALTITUDE: 558'

MAP VARIATION: 7° 40' W. (1941) ANNUAL CHANGE: 7'E.

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: Two miles north of Blida.

OBSTRUCTIONS: Approaches are clear. The land rises to the SE attain a height of 1,709 ft, three miles SE of the field. Hangars and buildings are located at the SW corner of the field.

DIMENSIONS: One, 4,350' X 4,410'. Additional land has been re-quisitioned at east end of runway. (Jan., 1943).

SURRACE AND DRAINAGE: Alluvial soil, grass covered. An all weather field. Good landing ground except in NE corner.

RUNWAYS: One, east and west, 3,400'.

FACILITIES: (a) Fuel & Oil: Yes

(b) Water: Yes

(c) Phone, W/T, etc. : Telephone, met station, "Aeradio W/T station approximately 1½-miles SW of the field. Another one at Joinville which forms part of nav-igational facilities.

(d) Radio Aids: Tower Control, 6440 kcs. Call "Adpot". HFWT Call Sign, 22L, 6666 kcs. (0900 to 1700 hrs. HFWT Call Sign, 22L, 3925 kcs. (1700 to 0900 hrs. HFDF Call Sign, 52Q, 3925 kcs. (Continuously). Emergency procedure - Contact HFDF 3925 kcs for QDM's.
No radio range procedure or DF homing device.

(e) Hangars & Workshops: Two hangars for American use. Others are British and French. Hangars used as workshops.

(f) Accomodations; Mess for a few transcients. Room for few transient officers in officers' barracks.

(g) Servicing: Yes. There is a repair shop at the fie

DISPERSALS: Able to accomodate twelve "C-47's" in addition to those stationed here.

DEFENSES: Field protected by British anti-aircraft. British in charge of field security.

ACCESS: (a) Road: Road runs along west side of field.
(b) Rail: Station at Blida. Connections to Alger, Oran and Chiffa.

REMARKS: Field slopes slightly from south to north.

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BONE (Cincinnati)

COORDINATES: 36° 47 ' N --- 07° 44' E. ALTITUDE: Sea level.

MAP VARIATION: 5° 40' W (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A, 1:500,000, NE 36/4

LOCAL POSITION: Eight miles south of Bone. At Duzerville.

OBSTRUCTIONS:

DIMENSIONS:

SURFACE & DRAINAGE: Good.

RUNWAYS: Not good after heavy rain, when the emergency landing strip NE of field in P-38 area may be used. On this strip, stones may injure flaps so they should be raised immediately on touching down. N-S runways short and it may be necessay to run off onto mud extension when landing toward north. E-W runways have been bonbed and are being used for dispersals.

FACILITIES: (a) Fuel & Oil: Yes

(b) Water: Yes

(c) Phone, W/T, etc. : Yes

(d) Hangars and Workshops: Two small buildings about 100' X 25' at main entrance. There is a servicing apron oppsite one of them.

(e) Radio Aids: Control 116.1 mcs. call sign "Label" for homing call "Conclave".

Call	Freq		Call	DF Freq.
Fon	R-333	6510	Fon	R-333
	T-336	6517		T-6517

(f) Accomodations: Yes, A few small huts near the road.

(g) Servicing: Available.

DISPERSALS: Good, unless field is muddy. E & W runway being used for dispersals. Fox holes have been dug in the north east corner.

DEFENSES: Well-defended.

ACCESS: (a) Road: Road to Bone.

(b) Rail: Light railway to Bone. A branch from which leads to the NE/SW runway.

(c) Sea :

REMARKS: Pilots are cautuined to land slowly due to shortage of hard surface runway. Do not land on runway E & W.

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BOUGIE (Chicago)

COORDINATES: 36° 44' N --- 05° 03' E. ALTITUDE: 66'

MAP VARIATION: 6° 55'W. Approx.), 1941. ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: Code AF, GSGS 4072-A.

LOCAL POSITION: Airport situated about 1-3/4 miles WSW of Bougie, and 2½ miles NW of the Somman River mouth.

DIMENSIONS: NE/SW 2,297', WNE/ESE 1,968'.

SURFACE & DRAINAGE: Flat, sod. An all weather field. Becomes muddy in winter.

RUNWAYS: None, entire field is usable.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available.

(c) Phone, W/T, etc :

(d) Radio Aids: Available

(e) Hangars and Workshops: One, (65' X 49' X 16'). Workshop on dield.

(f) Accomodations:

(g) Servicing: Minor repairs at workshop on field.

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Main highway at Bougie.

(b) Rail: Station at Bougie, connections with Tunis and Algiers.

REMARKS:


(LM#11-3PG)(18-1-43)(24-24000) BOUGIE

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Hq's, 51st T.C. Wing, 2nd Consolidated Airdrome Report, 2-1-43.
Cont'd.

BOU AREA (Pittsburgh)

COORDINATES: 32° 34' N --- 01° 58' W. (Approx.)

MAP VARIATION: 9° 30' W. (Approx.), 1942. ALTITUDE:

MAP REFERENCE: GSGS 4072-A ANNUAL CHANGE: 7' E

LOCAL POSITION: 75 miles north east of Colomb Bechar.

OBSTRUCTIONS: Mountains near east side (6141'). Arab tents numerou close to landing field.

DIMENSIONS: Approx. 3,000 ft. sq.

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel & Oil: None.

(b) Water:

(c) Phone, W/T, etc.:

(d) Radio Aids:

(e) Hangars & Workshops: None.

(f) Accomodations;

(g) Servicing:

DISPERSALS:

DEFENSES:

ACCESS: (a) Road:

(b) Rail:

(c) Sea:

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REMARKS: Emergency airport. Natives still working on field. There is a small town. A small but conspicuous railroad yard. Railroad station not marked. One large white building nea railroad tracks. French Garrison and townspeople very friendly. Apparently ample food supply.

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CANROBERT

COORDINATES: 35° 52' N., 07° 07' E. ALTITUDE: 2,900'

MAP VARIATION: 6° W. (1941) ANNUAL CHANGE: 7' E.

MAP REFERENCE: G.G.S. 4072-A, 1:500,000.

LOCAL POSITION: 45 miles SE of Constantine.

OBSTRUCTIONS: Mountain to north, 5,500 ft. high.

DIMENSIONS: Retangular: 5,000 x 3,000 ft.

SURFACE & DRAINAGE: Sodded surface. Good drainage. Field slopes to south east.

RUNWAYS: Two; each 3,000' x 150': being rolled.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available.

(c) Phone, W/T, etc.,:

(d) Radio Aids:

(e) Hangars and Workshops: Tents used for workshops.

(f) Accomodations: None.

(g) Servicing:

DISPERSAL: Good.

DEFENSES: Few guns, small anti-aircraft.

ACCESS: Road: Yes.

Rail: Yes.

REMARKS: British controlled and operated.

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CAPE PALMAS FIELD
(Liberia)

SECRET

COORDINATES: 04° 20' N., 07° 40' W. ALTITUDE: 12'

MAP VARIATION: 17° W. (1942) ANNUAL CHANGE:

MAP REFERENCE:

LOCAL POSITION: ENE of town of Harper on Cape Palmas, approx. 2 miles distance.

OBSTRUCTIONS: None

DIMENSIONS: Open country.

SURFACE AND DRAINAGE:

RUNWAYS: One, laterite surface runway, 60 ft. x 3,000 ft. at 51°.

FACILITIES: (a) Fuel & Oil: Limited

(b) Water:

(c) Phone, W/T, etc.,:

(d) Radio Aids:

(e) Hangars and Workshops: None

(f) Accomodations: None.

(g) Servicing: Poor.

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Road to Port of Harper.

(b) Rail:

REMARKS:

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CASABLANCA/CAZES (San Francisco)

COORDINATES: 33° 34' N - 07° 40' W. (Approx.)

MAP VARIATION 11° 30' W. (Approx.) 1942 ALTITUDE: 184'

MAP REFERENCE: Code AF., GSGS 4072-A, NW 32/8 ANNUAL CHANGE: 7' E.

LOCAL POSITION: Approx. four miles SW of Casablanca on west side of Mazagan road.

OBSTRUCTIONS: Mountains 1500'. Buildings on north side (50'). Buildings and trees on the east side. Radio masts (That are lighted) 2-miles east of the field. Hangars and chimney, (That are lighted) are located on the SE corner of the field.

DIMENSIONS: Approx. 5,000' X 3,600'.

SURFACE & DRAINAGE: Sod clay: soft when wet. An all weather field.

RUNWAYS: One, hard dirt. N/E-S/W, 500' x 4,500'.

FACILITIES: (a) Fuel & Oil: Yes, on S. side of airdrome.

(b) Water: Yes.

(c) Phone, W/T, Etc.: W/T,D/F, radio beacon, met station and telegraph available at field.

(d) Radio Aids: The control tower at Casablanca/Cazes airdrome guards VHF channel "C" with call "Oildrum" and H.F. 6440 kcs., with call PX-2 and is in continuous operation. The homing beacon is on 316 kcs. For homing aircraft will call "Cutgrass" on 116.1 megs.

(e) Hangars and Workshops: 22 hangars, One (112'X98') door height 28'. Two (98 x 66' door height 5'. Three 66 x 99'. On the NE side there are three hangars used for workshops. Two A/C hangars on also on the N. side. One hangar and other buildings on the N. side.

(f) Accomodations: Yes.

(g) Servicing: Yes.

DISPERSALS: Yes.

DEFENSES: Yes.

ACCESS: (a) Road: Yes, to Casablanca.
(b) Rail: Yes, station at Casablanca.
(c) Sea: Yes.

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REMARKS: Aircraft arriving without radio will extend wheels west of the field and rock wings to signify a desire to land. The aircraft will then circle the airdrome counter clockwis at a minumum of 1,000' prior to landing and will watch the tower for a signal light. The city and port of Casablanca are restricted areas and will not be flown over at anytime. Any aircraft flying over this area at night will be fired upon. Night landings should not be made at Cazes Airdrome except in extreme emergency and then only after identification has been established and authority received from the tower.



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CASTEL BENITO
(Tripoli)

COORDINATES: 32° 45' N., 13° 15' E. ALTITUDE: 300'

MAP VARIATION: 4° W (1942) ANNUAL CHANGE: 6' E.

MAP REFERENCE: GSGS - 2871.

LOCAL POSITION: About 12½ miles south of Tripoli on the main highway

OBSTRUCTIONS: Damaged aircraft and telephone lines on the south side of the landing ground.

DIMENSIONS: 6,000 feet N/S., 5,000 feet E/W. Rectangular shaped field.

SURFACE & DRAINAGE: Grass field. Good drainage.

RUNWAYS: One landing strip 6,000' x 1500' on the east side of the field, divided from the rest of the field by spaced barrels. Do not land west of these barrels.

FACILITIES: (a) Fuel & Oil: Excellent facilities for gas and oil.

(b) Water: 3 miles away.

(c) Phone, W/T, etc.,: Poor telephone system. Teletype and W/T.

(d) Radio Aids: Frequency and calls on band between 200 and 400 kcs. Radio Compass covers band. Q.D.M. available. British at Algiers have frequencies.

(e) Hangars & Workshops: R.A.F. repair facilities. 3 large hangars but damaged by bombs. One or two smaller hangars on the field.

(f) Accomodations: No messing for large groups. Limited facilities for transients. Officers can stay in the Grand Hotel but no place for enlisted men in town.

(g) Servicing: Good, but limited facilities. One truck.

DISPERSAL: Open areas in the west section of the landing ground. RAF dispersal on the north end of the field.

DEFENSES: Well defended.

ACCESS: (a) Road: Main road to Tripoli.
(b) Rail: Station in Tripoli.

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REMARKS: Field is well camouflaged. Can be distinguished by the numerous salvage yards of enemy aircraft. RAF and American Personnel with P-40's and Beaufighters. If landing at dusk or later, the field must be notified ahead of time or patrol will be encountered. Constant patrol maintained by Beaufighters. Rations should be carried by all flying personnel.

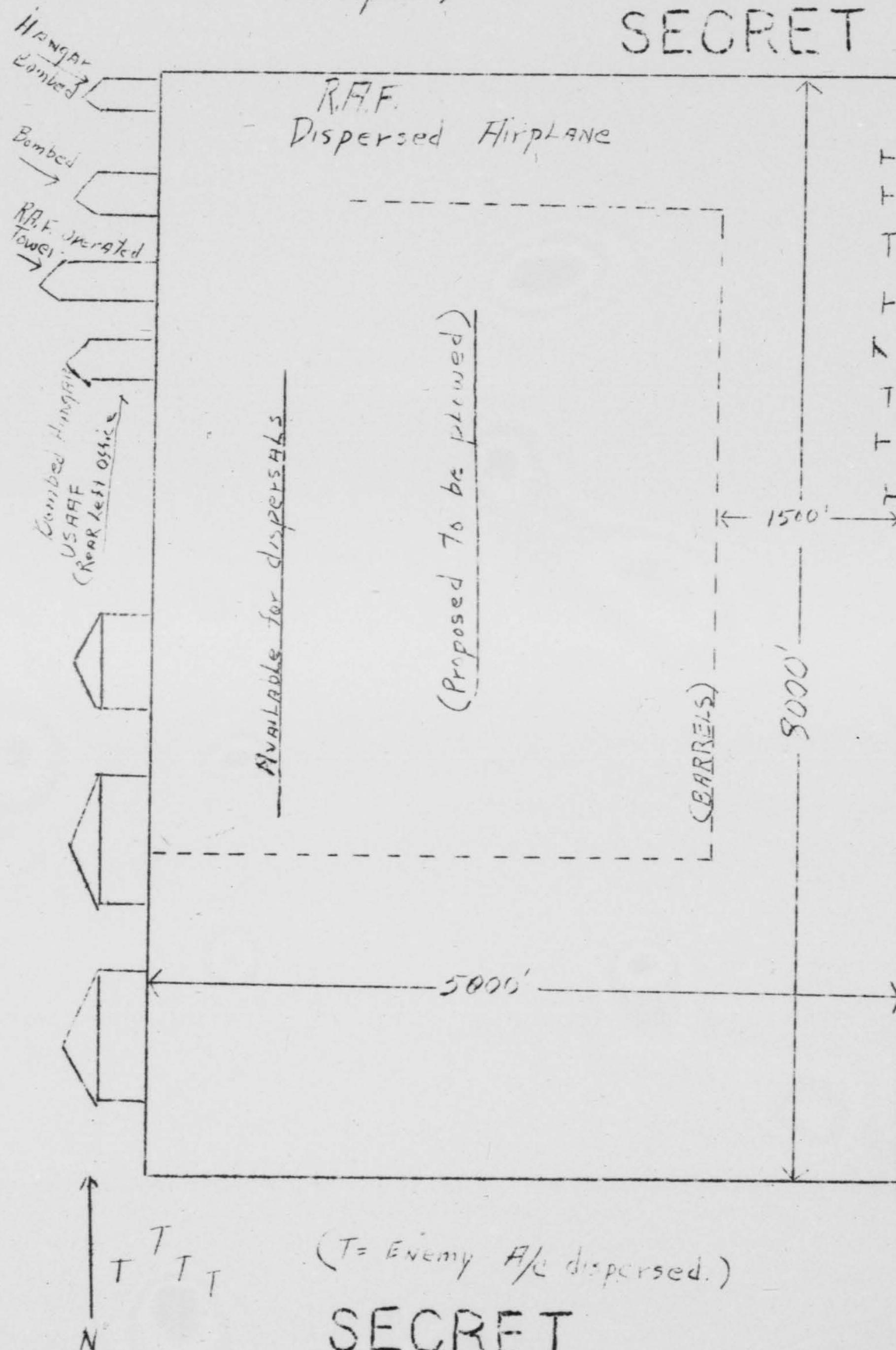
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Hq's, 51st T.C. S., 2nd Consolidated Airdrome Report, 18/2/43, Cont'd.

CASTEL BENITO
(Tripoli)

Maj Sherwood
1-8-43

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CHATEAUDUN DU RHUMEL

COORDINATES: 36° 10' N., 06° 0[illegible]' E. ALTITUDE: 2,000' (Approx.

MAP VARIATION: 6° 30' W. (1941) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: 28 miles SW of Constantine.

OBSTRUCTIONS: None. Clear approaches.

DIMENSIONS:

SURFACE & DRAINAGE: Dirt surface: very dusty. Drainage good.

RUNWAYS: 6,000 ft. E and W.

FACILITIES: (a) Fuel & Oil:

(b) Water:

(c) Phone, W/T, etc.,:

(d) Radio Aids:

(e) Hangars & Workshops: None.

(f) Accomodations: None.

(g) Servicing: None.

DISPERSAL: Very good.

DEFENSES: Few guns, number and caliber unknown.

ACCESS: (a) Road: Yes, on the south side of the field.

(b) Rail: None.

REMARKS:

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COLOMB BECHAR (Dipsy Doodle)

COORDINATES: 31° 36' N -- 02° 13' W. ALTITUDE: 2,572'

MAP VARIATION: Approx. 9° 25' W. (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: Code AF, GSGS 4072-A, 1:500,000

LOCAL POSITION: At the fork in the road about 1-mile SW of the town.

OBSTRUCTIONS: Cliff about 66 ft. high borders the NW side, and telephone line extends along the SE side, Barracks and radio tower 131 ft high are at the NE corner.

DIMENSIONS: Rectangular, NE/SW 3,937' X 1,968'.

SURFACE & DRAINAGE: Sand and gravel, level and very hard. An all weather field.

RUNWAYS: One, 5,280' - north and south.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Scare and not good.

(c) Phone, W/T, etc.: Telegraph and telephone on the field.

(d) Radio Aids: French radio - poor.

(e) Hangars & Workshops: Hangars on the NE side of field. Workshop available.

(f) Accomodations: Barracks adjacent to the field. Second class hotel in town.

(g) Servicing: Available.

DISPERSAL: Open dispersal points.

DEFENSES:

ACCESS: (a) Road: Highway to Beni Abbes.

(b) Rail: South to Beni Abbes, NNW to Oran and SW to Kenadsa.

(c) Sea:

REMARKS: Weather reports available, at meterological station at Colomb Bechar.

SIDI-BEL-ABBES

This field is not large enough to be practicable for C-47's.

DJIDJELLI SECRET

COORDINATES: 36° 49' N., 05° 47' E. ALTITUDE: 10'

MAP VARIATION: 06° 30' W. (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: On coast line, 1 mile W. of DJIDJELLI, 37 miles east of Bougie.

OBSTRUCTIONS: The landing ground is a saucer shaped field surrounded by hills. Town is to the NE of the landing ground.

DIMENSIONS: Approx. 1100 feet E/W; 500 feet N/S in the widest sections. Advise C-47's to stay out, field is too small.

SURFACE & DRAINAGE: Firm, sandy, grass surface. Fair drainage.

RUNWAYS: None, use the entire field.

FACILITIES: (a) Fuel & Oil: Available to C-47's in emergency.

(b) Water: Available.

(c) Phone, W/T, etc.,: In town.

(d) Radio Aids:
Tower VHF Call sign "COUSIN" 116.1 mcs (day)
Tower VHF Call sign "STEELBOW" 116.1 mcs(nig

(e) Hangars & Workshops: None of either. Repair work on the fighters is done in the open.

(f) Accomodations: None for transients on the base, but hotels in town.

(g) Servicing: Very limited.

DISPERSAL: Open areas but only a few of them.

DEFENSES: 40 mm A.A. and Fighter Patrol.

ACCESS: (a) Road: Algiers-Djidjelli-Constantine road passes S of landing ground. Road to Bougie. Main coastal road.

(b) Rail: Station at Djidjelli.

REMARKS: R.A.F. UNITS and Fighters on the base.

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FES

COORDINATES: 34° 02' N --- 04° 59' W. ALTITUDE: 1,355'

MAP VARIATION: 10° 30' W. (1942). ANNUAL CHANGE: 7' Easter

MAP REFERENCE: GSGS 4072-A

LOCAL POSITION: About 2-miles SW of Fes, due E of Dar Debibach, between Fes-Annoceur road and Fes-Taza railroad.

OBSTRUCTIONS: The field is very rough, and the approach is bad because of the hills on each side of the field. Best landing direction is NE and SW or SW and NE. Caution is advised in approaching the field from the east. There is forty ft. trees and a number of low building on the northern side of the field.

DIMENSIONS: N/S 6,234' : E/W 3,609' : NW/SE 5,905'.

SURFACE & DRAINAGE: Firm grassy surface, serviceable in all seasons. Ravine on south side, dangerous.

RUNWAYS: Two; N/E - SW, 3,900' x 150'; N/W - S/E, 3,700' x 150'. Sod and gravel surface.

FACILITIES: (a) Fuel & Oil: Available, small fuel storage depot.

(b) Water: Available on field plus good supply from town.

(c) Phone, W/T, etc.: Telephone, W/T and D/F stations available. Flood lighting and boundary lights

(d) Radio Aids:

Call	Received on	Transmits on
C M.	R-333 6510	T-330 6517

(e) Hangars and Workshops: Five hangars.

(f) Servicing: Ordinary repair facilities.

(g) Accommodations: Barracks for 4,000 men and administrative buildings on the north side.

DISPERSAL: Open dispersal points.

DEFENSES:

ACCESS: (a) Road: Highway to Meknes.

(b) Rail: Station in town with connections for Meknes and Tangier.

(c) Sea :

REMARKS:

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FORT LAPERRINE (Tacoma)

COORDINATES: 22° 45' N ---05° 35' E ALTITUDE: Below 9,000'

MAP VARIATIONS: 6° 15' W. Approx. (1941). ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A

LOCAL POSITION: About quarter mile from the post.

OBSTRUCTIONS: None.

DIMENSIONS: Field approx. 3,000 ft.sq.

SURFACE AND DRAINAGE: Field is rather soft.

RUNWAYS: None.

FACILITIES: (a) Fuel & Oil: None.

(b) Water: Good.

(c) Phone, W/T, etc. :

(d) Radio Aids:

(e) Hangars & Workshops: None

(f) Accomodations; French quarters.

(g) Servicing: None.

DISPERSALS: Adequate for C-47's, probably adequate for B-17's and C-87's.

DEFENSES: French Garrison, strength and efficiency unknown.

ACCESS: (a) Road:

(b) Rail:

(c) Sea :

REMARKS: Field is not very well marked, 100 octane gas is available in large quantities at Kano, where A-20's and C-87's refuel (American Base there). French garrison hospitable, had put up six A-20 crews for nine days. Captain in charge of post speaks English fluently.

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GABES
(Tunisia)

COORDINATES: 33° 52' N., 10° 06' E. ALTITUDE: 15'.

MAP VARIATION: ANNUAL CHANGE:

MAP REFERENCE:

LOCAL POSITION: On the south side of the town of Gabes, about 7/8 mile inland from the coast. Stone embarkment at the river entrance.

OBSTRUCTIONS: Town to north. Hangars and buildings on NE side. Hills to south. The highest in the immediate vicinit is trees 190' high, located 2 miles of the field. Buildings, telephone line, radio masts, 50' high, near west boundary.

DIMENSIONS: Irregular shape. ENE/WSW - 2,100 ft., NNW/SSE - 2,300 ft. (At present size may be 3,300' x 3,300'.

SURFACE & DRAINAGE: Sandy; soft after rains but dries quickly.

RUNWAYS: None, entire field usable.

FACILITIES: (a) Fuel & Oil: At field.

(b) Water: Available.

(c) Phone, W/T., etc.,: In Gabes.

(d) Radio Aids: Military station Call: "EBR": no details.

(e) Hangars & Workshops: One: 66' x 98'.

(f) Accomodations: Provisions at Gabes.

(g) Servicing:

DISPERSAL: Adepuate areas.

DEFENSES:

ACCESS: (a) Road: Road leads to Gabes.

(b) Rail: Railroad close north of field. Station in town.

REMARKS: Center circle with "GABES" inscribed, and corner markers. Wind cone near E side. Wind "T" on SE side.

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GADAMES
(Tripolitania)

SECRET

COORDINATES: 30° 05' N., 09° 30' E. ALTITUDE: 2700 ft.

MAP VARIATION: 5° 20' W. (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: About one half mile east of town of Gadames. About 200 miles south east of Tripoli.

OBSTRUCTIONS: None. The surrounding country is flat table lands.

DIMENSIONS: Approx. 3,500 feet strip. Circle in center of landing ground with the name "GADAMES".

SURFACE & DRAINAGE: Hard surface. Good drainage.

RUNWAYS: None, landing strip about 3500 feet long SSE/NNW. Land west of the circle, mentioned above.

FACILITIES: (a) Fuel & Oil: None.

(b) Water: Limited amount

(c) Phone, W/T, etc.,: None.

(d) Radio Aids:

(e) Hangars & Workshops: None.

(f) Accomodations: Hotel in town with accomodations for about 10 or 15 men. No food.

(g) Servicing: None available.

DISPERSAL: East of the circle on the landing strip.

DEFENSES:

ACCESS: (a) Road: Main road to Gadames, then to Tripoli.

(b) Rail:

REMARKS: French unit at the base. At present this landing ground is to be used in emergency only.

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GIBRALTAR

COORDINATES: 36° 08' 09" N., 05° 20' 06" W. ALTITUDE: Sea level

MAP VARIATION: 10° 50' W (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: On the narrow neck of low land connecting Gibraltar Rock and the Spanish mainland. Town of Gibraltar located on the NW slope of the Rock south of the field. Spanish town of Linea north of the field.

OBSTRUCTIONS: Approaches clear. Gibraltar Rock, 1,396 feet high, south of field. Mountainous terrain of Spanish mainland to north. Radio towers SW of field. White circle at runway intersection. Two wind cones on field.

DIMENSIONS: Approx. 5,000 feet x 2,000 feet. The field is built on the site of a race track and rifle range. It is easily identified being the only clear space in the vicinity.

SURFACE & DRAINAGE: Drainage good.

RUNWAYS: Two runways. Both in the general E/W direction. The east ends intersecting at an angle of about 15°. The dimensions are appro 3,150' x 450', and 2,940' x 300'. One runway has a bituminous wearin surface; aportion of the other runway is surfaced.

FACILITIES: (a) Fuel & Oil: Aviation gas and oil available.

(b) Water: Available.

(c) Phone, W/T, etc.,: Telephone and telegraph available

(d) Radio Aids:

(1) Day and Night: Receive on 4575 kc - Transmit on 4585 kc. Call is GFG6 (CW only)

(2) Day only: Reveive on 8885 kc. - Transmit on 8895 kc. Call is GFG1 (CW only).

(3) Night only: Reveive on 3105 kc. - Transmit on 3110 kc. Call is GFG (CW only)

(4) Voice channels: 0700Z to 1800Z (GMT) Receive on 3105 kc. Transmi 3115. Call sign is "SERMON".

(5) Voice channels: 1800 to 0700 (GMT) Receive and transmit on 6310. Call sign is "SERMON".

(6) Continuous voice watch on 2410 kc. Call sign is "TALLOW".

(7) Continuous VHF homing watch on 116.1 mc. Call sign is "RANDOM".

(e) Hangars & Workshops: One, used for repair work.

(f) Accomodations; Good - room for transients on the field in huts. English officers mess

(g) Servicing: All kinds.

DISPERSAL: Plenty of open areas.

DEFENSES: Full extent not known. Best defended port in Mediterranea perhaps best in the world.

NOTE:

SECRET

GIBRALTAR Cont'd

ACCESS: (a) Road: No. (only in Spain)

(b) Rail: No.

REMARKS: The landing ground lies under the lee of the northern end of the rock. It consists of two runways converging at an angle of 15°. The old and northern runway is sandy soil and is 1,080 yards long by 120 yards wide. The southern, new metalled runway is the only one in use. It extends from the sea on the east across the Spanish road and into the sea on the west. The eastern edge of both runways drops vertically three feet to the beach. The approach is made on a track of 360° to Europe Point at 1000 feet or below cloud base if cloud is lower.

Unless wind direction is known, the first approach should be made on a left turn. When making the circuit the Rock should be avoided as the area is dangerous and extremely bumpby.

The normal prevailing wind is up and down the new runway in an easterly or westerly direction and there are cross winds, however, usually southerly. The strip is suitable for the careful landing of all types of aircraft. The appearance of the runway is somewhat deceptive. As it extends the full width of the land and out into the sea on the west, and as it is very wide, it appears to be shorter than it really is.

Too low approach is the usual mistake. Normal engined approach should be used.

Contact by VHF is to be made when about ten miles out, giving direction, altitude and estimated time of arrival. When landing letter of the period should be flashed when challenged from the lighthouse. In landing circle to the left, contact tower on 6440. It is extremely necessary to go directly over the field when circling to land, as going north of the field means flying over Spanish Territory. When circling to land, stay within three miles of shore. Care should also be exercised as regards to vessels in the harbor.

SECRET

GUERCIF

COORDINATES: 34° 14' N., 03° [illegible]' W. ALTITUDE: 1,230

MAP VARIATION: 9° 50' W, (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072, 1:500,000.

LOCAL POSITION: 96 miles east of Fes.

OBSTRUCTIONS: None.

DIMENSIONS: Large plain -- one direction, 6,000 feet, other unlimited.

SURFACE & DRAINAGE: Clay. Drainage excellent.

RUNWAYS: One, E/W, 300' x 7,550' of sandy clay, and gravel surface. Marked.

FACILITIES: (a) Fuel & Oil: Yes.

(b) Water: Yes, (limited supply)

(c) Phone, W/T, Etc.,:

(d) Radio Aids: None

(e) Hangars and Workshops: None.

(f) Accomodations: None.

(g) Servicing: Available.

DISPERSAL: Excellent.

DEFENSES: Anti-aircraft (number and caliber unknown).

ACCESS: (a) Road: Yes.

(b) Rail: Yes.

REMARKS:

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SECRET

HASTINGS
(Freetown, Sierra Leone)

COORDINATES: 08° 24' N., 13° 08' W. ALTITUDE: 20'

MAP VARIATION: 17° 30' W. (1942). ANNUAL CHANGE:

MAP REFERENCE:

LOCAL POSITION: 12 miles SE of Freetown, and one (1) mile NE of Hastings.

OBSTRUCTIONS: Owing to the proximity of hills on west side of airport careful approach must be made. The direction to approach is from the east side of airport where there are no obstructions and to touch down on the runway as near the approach end as possible. Pilots should not overshoot because it is to difficult to take off again toward the hills.

SURFACE & DRAINAGE: Grass surface, good drainage. East end falls away steeply.

RUNWAYS: ENE/WSW, 4,200' x 200', tarmac surface. NNW/SSE, 3,100' x 200' laterite (rough) surface. NE/SW, 3,300', grass surface.

FACILITIES: (a) Fuel & Oil: Limited quantities.

(b) Water: Available

(c) Phone, W/T, etc.,; Telephone and telegraph in Freetown. Beacon: "F" and 10 second dash 340 kcs. One hour before ETA and on request., 08° 29' N., 13° 17' W.

(d) Radio Aids: Station call "VPU"

	Trans	Rec.
W/T aircraft guard		
	6875	8885
	4585	4575
	3115	3105
MF/DF call "VPU"	4585	4575 on request
Tower call "REYNA"	4575	6575 on request

(e) Hangars & Workshops: One RAF. Bellman hangar. Two hangars for Navy Air Arm.

(f) Accomodations: RAF wooden cantonments at field. Hotel in Freetown.

(g) Servicing: Refueling by hand. No repair facilities

DISPERSAL: Ample room.

DEFENSES:

ACCESS: (a) Road: Road from Hastings to Freetown.
(b) Rail: Freetown to Makens.

REMARKS: At present Hastings airport is more usable than Waterloo or Wellinton at Freetown.

SECRET

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HELIOPOLIS
(CAIRO)

COORDINATES: 30° 04' N., 31° 20' E. ALTITUDE: 100'

MAP VARIATION: 00° 20' E. (1939) ANNUAL CHANGE: 4' E.

MAP REFERENCE: GSGS 4084, 1:500,000

LOCAL POSITION: 6 miles NE of Cairo.

OBSTRUCTIONS: Hills on south side, (300' high). Buildings on N. side.

DIMENSIONS: Appended L-shaped.

SURFACE & DRAINAGE: Dirt Surface. Good drainage.

RUNWAYS: None, 6,000' landing room to SE-NW.

FACILITIES: (a) Fuel & Oil: Yes.

(b) Water: Yes.

(c) Phone, W/T, etc.:

(d) Radio Aids: HFDF - long range day guard. Call sign "YKL" transmits on 5575 kcs. Receives on 5585 kcs. HFDF - short range guard and b/A night. Call sign "YNI" transmits 3110 kcs. Receives on 3105 kcs. Continuous watch transmisson 4590 kcs, and receives on 4575 kcs. R/T call "Stockyard", on 6440 kcs. continuously.

(e) Hangars & Workshops: Several hangars.

(f) Accomodations: Hotel accomodations at Cairo.

(g) Servicing: Available

DISPERSAL: Good.

DEFENSES:

ACCESS: (a) Road: Yes.

(b) Rail: Yes.

(c) Sea : No.

REMARKS: Airdrome must be approached from the southeast at 1,000 ft.

SECRET

LA SENIA (Denver)

COORDINATES: 35° 57' 52" N -- 00° 36' 50" W. / ALTITUDE: 295'

MAP VARIATION: 90° W (1942) ANNUAL CHANGE: 7' Easter

MAP REFERENCE: GSGS 2465

LOCAL POSITION: 4½ miles SSW of Oran, 1½ miles SE of La Senia.

OBSTRUCTIONS: Hangars and telegraph lines on the north boundary. Hangars, telegraph lines and radio tower (83' high) on the east boundary. A/C shelters, hangars near the SE corner of the field.

DIMENSIONS: N/S 3,240 ft., NE/SW 6,688 ft.

SURFACE & DRAINAGE: Good but somewhat rough. An all weather field muddy and slippery in some parts of the field after rain. There is a soft spot on W side and SW corner is near the lake and may be liable to flood.

RUNWAYS: (see back of page).

FACILITIES: (a) Fuel & Oil: Available. Gas and Oil refueling by power pumps.

(b) Water: Available

(c) Phone, W/T, etc.: Full facilities exist, including W/T station, 2 miles to NNW., Adcock D/F station by the SW corner perimeter. Phone code name "Blarney". Lighting installed, red boundary and obstructions lights.

(d) Radio Aids: 4040 kcs. Call sign is 69F. Radio range ½-mile NE of Maugin, freq. is 345 kcs. Bearin alignments: 29°, 108°, 209°, 288° magnetic. "A" qua drants: SW to NE, "N" quadrants: NW to SE. Call "MC VHF on "C" channel 116.1 mcs. Call sign is "Woolsack

(e) Hangars and Workshop: 11 hangars.

(f) Accomodations; Military barracks on NNW side, garag and control tower, quarters and extensive barracks. Other quarters and airdrome offices on NW corner of airdrome.

(g) Servicing: Available, military workshop.

DISPERSAL: 36 open A/C shelters outside the SSW corner near the shores of the lake.

DEFENSES:

ACCESS: (a) Road: Oran-Gerryville road forms E boundary of the airdrome.

(b) Rail: Oran-Temouchent railroad junction at north corner of the field. Station at Hamman Balt, (½-mile).

REMARKS: Meteorological station at field. Field is capable of accomodating an unlimited number of aircraft.

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Hq's, 51st T.C. Wing, 2nd Consolidated Airdrome Report, 25-1-43
Cont'd.

LOURMEL

COORDINATES: 35° 31' N -- 00° 59' W. ALTITUDE: 262'

MAP VARIATION: 9° W (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A

LOCAL POSITION: 1-¼ miles SW of Lourmel. 30 miles SW of Oran.

OBSTRUCTIONS:

DIMENSIONS: 2,295' X 1,800'.

SURFACE AND DRAINAGE: Good. Flat. Muddy after heavy rain.

RUNWAYS: One, E - W., 700' x 300'. Not usable.

FACILITIES: (a) Fuel & Oil:

(b) Water:

(c) Phone, W/T, etc.: Phone code name "Seashell".

(d) Radio Aids:

(e) Hangars & Workshops:

(f) Accomodations:

(g) Servicing:

ACCESS: (a) Road: Highway to Temouchent and Oran.

(b) Rail: Railroad to temouchent and Oran.

(c) Sea :

REMARKS: No other information reported.

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LUCA
(Malta)

COORDINATES: 35° 55' N., 14° 30' E. ALTITUDE: 300'

MAP VARIATION: 04° W. (1942) ANNUAL CHANGE: 8' E.

MAP REFERENCE: GSGS 4072, 1:500,000.

LOCAL POSITION: About 3 miles SW of town of Luca.

OBSTRUCTIONS: None.

DIMENSIONS: Approx. 6,000 x 6,000 feet. Field is almost square.

SURFACE & DRAINAGE: Hard surface. Good drainage.

RUNWAYS: Four runways: E/W, N/S, NE/SW, 45° - 225° : NW/SE, 315° - 135°, 5,100 ft. NW/SE only serviceable for C-47's. Rest of field is for pursuits.

FACILITIES: (a) Fuel & Oil: Plenty available.

(b) Water: Good supply available.

(c) Phone, W/T, etc.,: Telephone, telegraph, W/T, and D/

(d) Radio Aids: Call "PITAY" on VHF "C" channel, also homing aids.

(e) Hangars & Workshops: At least two hangars and workshops.

(f) Accomodations: Excellent quarters and mess faciliti Good for transients.

(g) Servicing: Excellent facilities.

DISPERSAL: Plenty of open areas.

DEFENSES: Heavily defended. Fighter patrol.

ACCESS: (a) Road: Road to Luca, than connections with rest of island.

(b) Rail:

REMARKS: The airdrome has been terrifically bombed but is in excellent condition.
Other landing grounds, such as Takali, are being enlarged so as to accomodate C-47's.

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SECRET

Hq's, 51st T.C. Wing, 2nd Consolidated Airdrome Report, 25-1-43, Cont'd.

MAISON BLANCHE (Cleveland)

COORDINATES: 36° 41' N --- 03° 35' E. ALTITUDE: 70'

MAP VARIATION: 7° 30' W. (1942) ANNUAL CHANGE: 7' Easterly.

MAP REFERENCE: GSGS 4072-A

LOCAL POSITION: Eight miles SE of Algiers: One mile SSE of Maison Blanche.

OBSTRUCTIONS: Radio tower and buildings, 99' high, on NE corner.

DIMENSIONS: 6,000 X 8,000 ft.

SURFACE & DRAINAGE: Sod heave off runway after continual rain. Runways are well drained.

RUNWAYS: (see back of page)

FACILITIES: (a) Fuel & Oil: None for transients.

(b) Water: Available.

(c) Phone, W/T, etc.: Telephone and telegraph, D/F and A/C radio. Phone code name "OTTO".

(d) Radio Aids: Use 116.1 mcs. only. (VHF "C") call "OXTER". CW on 4575 kcs. Call 15 J. R.F. airdrome control 6440 kcs. "Exhalt". VHF airdrome control control 116.1 mcs. "Oxter". VHF homing 116.1 "Lucky"

(e) Hangars & Workshops: Open hangars on NW and NE side.

(g) Servicing: None for Transients

DISPERSAL: Over night transients will be dispersed on the parking runway and will not remain on the ramp after discharging load. Parking area will accomodate 15 B-17's or equivalent.

DEFENSES: Anti-aircraft, amount unreported.

ACCESS: (a) Road: Connects with main costal highway at Maison Blanch

(b) Rail: Station at Maison Blanche. Tracks extends E/W from field.

REMARKS: American Hq's. at extreme NE corner. Transient A/C stop at Blida for fuel and food. C-47's pilots be on constant alert for landing hurricanes and beaufighters. Setting up depot. Spare parts obtainable. French maintenance.

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MARBLE ARCH
(Arae Philaenorum)

COORDINATES: 30° 28' N., 18° 36' E. ALTITUDE: 100'

MAP VARIATION: 2° W (1941) ANNUAL CHANGE: 5' E.

MAP REFERENCE: GSGS 2465, 1:1,000,000

LOCAL POSITION: 38 miles NW of El Agheila.

OBSTRUCTIONS: The Marble Arch 100 feet high on SW corner of field.

DIMENSIONS: 5,000' x 3,000'.

SURFACE AND DRAINAGE: Dirt and sand. Drainage good.

RUNWAYS: None, E-W best landing 5,000 ft.

FACILITIES: (a) Fuel & Oil: Sometimes (doubtful)

(b) Water:

(c) Phone, W/T, etc.,:

(d) Radio Aids: 1100-1455 MF/DF 235 kcs. call sign C
1500-1655 MF/DF 370 kcs. call sign V

(e) Accomodations: British transient. Slept on ground in tents. U.S. Mess 316th Gp.

(f) Hangars & Workshops: None.

(g) Servicing:

DISPERSAL: Plenty of room.

DEFENSES:

ACCESS: (a) Road: Yes.
(b) Rail: No.
(c) Sea : No port there.

REMARKS: Must approach from SE at 1,000 feet.

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LANDING GROUND [illegible] EL B.B. ([illegible].S.[illegible].S. 4227 Sheet 5).

(a) Situation.

three-quarters of a mile [illegible] of [illegible] at Ref. [illegible].5986.

(b) Dimensions.

The Landing Ground is polygonal in shape and measures approx. [illegible] NE - SW x 1,850 yds. NW-SE.

(c) Installations.

(i) No buildings.

(ii) There are three servicing strips.

(iv)

(d) Activity.

None seen. The Landing Ground is in Allied hands.

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Hq's 51st T.C. Wing, 2nd Consolidated Airdrome Report, 25-1-43, Cont'd.

MARRAKECH (Reno)

COORDINATES: 31° 36' N -- 08° 02' W.   ALTITUDE: 1,515 ft.

MAP VARIATION: 11° 40' W (1942)   ANNUAL CHANGE: 6' Easterly

MAP REFERENCE: GSGS 6425

LOCAL POSITION: 2½ miles SSW of Marrakech, South of road to Mogador

OBSTRUCTIONS: Blockhouse at NW corner 23' high. Power line ½ mile from N & W boundary. Hangars, buildings, radio contr towers on the east side. Hill (1,699') high located 2½ miles north and 2½ miles SSW of field.

DIMENSIONS: Approx. 4800' X 3000'.

RUNWAYS: New runway now under construction along the north side of the landing ground. Surface will be macadam and concrete, directions, SE/NW. (3-2-43).

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available.

(c) Phone, W/T, etc.: Telephone, W/T, boundary marker lights and lighting for night landing.

(d) Radio Aids: (see back of page).

(e) Hangars & Workshops: 13 hangars beyond east boundary

(f) Accomodations: Barracks, accomodation for 2,000 men. Meals for transients. Good hotel in city.

(g) Servicing: Minor repairs.

DISPERSAL: Ample room around perimeter.

DEFENSES:

ACCESS: (a) Road: Road to Marrakech and Mogador.

(b) Rail: Railroad at Marrakech.

: ...ure to circle field and land.

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MEDIOUNA (Long Beach)

COORDINATES: 33° 24' N -- 07° 32' W. ALTITUDE: 150'

MAP VARIATION: 11° 35' W. (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A

LOCAL POSITION: Three miles S of the town of Mediouna, outside of Casablanca.

OBSTRUCTIONS: None.

DIMENSIONS: Approx. 4800' X 3600' .

SURFACE & DRAINAGE: Peat bog: poor drainage.

RUNWAYS: One: NE/SW, 125' x 4,500', steel plank. Very important to remain on runway or dispersal sites. Remainder of field is peat bog.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available, water from wells, said to be good.

(c) Phone, W/T, etc.: Phone code name "Gooseneck". Army W/T station.

(e) Radio Aids: Control tower, call "Margirl" on 6440 kcs. VHF homing - 116.1 mc. Call sign is "Beanpie", 47th Bomb Gp., command channel 3134 kc. Call sign 19N on CW and "Washmop" on voice.

(f) Hangars and Workshops: None.

(g) Servicing: Two (2) trailers, dangerously slow.

DISPERSAL: Accommodate about 12 C-47's in addition to A-20's stationed there.

DEFENSES: Few 40MM guns.

ACCESS: (a) Road: Road to Mediouna and Casablanca.

(b) Rail: Station at Casablanca or Berrechid.

REMARKS:

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[illegible]

COORDINATES: 33° 53' N., 05° [illegible]' W. ALTITUDE: 1791'

MAP VARIATION: 10° 55' W. (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1:500,000.

LOCAL POSITION: Adjacent to the SE side of Meknes, south of the road to Fes.

OBSTRUCTIONS: Hills, with elevations up to 2,073 ft., surround the town. Buildings on the east side. Hangars and buildings on the west side. Control tower, 33 ft. high, on the west side.

DIMENSIONS: Irregular shape, N/S 6,234: NE/SW 3,609: NW/SE 5,905 ft

SURFACE & DRAINAGE: Sod, hard, except after rain.

RUNWAYS: Two: NW/SE 3,900' ; N/S 4,600'. Clay, gravel, dangerous when wet.

FACILITIES: (a) Fuel & Oil: Available

(b) Water: Available

(c) Phone, W/T, etc.,: Telephone and telegraph available.

(d) Radio Aids:

(e) Hangars and Workshops: Twelve hangars: The largest one is 98' x 65'. Four concrete hangars, about 130' deep, with door openings about 112 feet in width.

(f) Accomodations: Barracks for about 1,400 men and water on the field. Hotels in town.

(g) Servicing:

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Road to Meknes.

(b) Rail: Station in town with connections with main Algiers railway system.

REMARKS: Landings are to be made towards east when there is no wind. White circle with "[illegible]" and "546" inscribed. White boundary markers. Landing "T" and wind cone on west side.

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MELLAHA
(Tripoli - Libya)

COORDINATES: 32° 53' 09" N., 13° 16' 07" E. ALTITUDE: Sea-level.

MAP VARIATION: 13° 18' E. (1941) ANNUAL CHANGE: 6' E.

MAP REFERENCE: GSGS 2871, 1:2,000,000

LOCAL POSITION: About six miles east of Tripoli, ½ mile from the coast.

OBSTRUCTIONS: Radio towers, 59' high, and hangars, on the north side. Signal tower, 141 ft. high, about 300 yds. SE of the field. High palm trees on south. Radio towers, 92', on west side of field.

DIMENSIONS: Irregular shape, NNW/SSE, 3,350'. ENE/WSW 5,300'.

SURFACE & DRAINAGE: Crushed rock, sand, and clay. Hard, fairly rough, and muddy when wet.

RUNWAYS: None.

FACILITIES: (a) Fuel & Oil:

(b) Water: Available.

(c) Phone, W/T, etc.,:

(d) Radio Aids:

(e) Hangers & Workshops: Six hangars, each capable of housing 12 observation planes.

(f) Accomodations: Hotels in Tripoli.

(g) Servicing:

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Main coastal highway to Tripoli.

(b) Rail: Station at Mellaha, connections for Tripoli.

REMARKS:

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MIZDA
(Tripolitania)

COORDINATES: 31° 05' N., 12° 58' E. ALTITUDE: 1200 ft.

MAP VARIATION: 4° 20' W (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: Approx. 90 miles due south of Tripoli. Two miles SSE of town of Mizda.

OBSTRUCTIONS: None, flat surrounding country.

DIMENSIONS: Approx. 4,000 ft. SE/NW.

SURFACE & DRAINAGE: Flat surface and good drainage.

RUNWAYS: One, this landing strip is east of the old air port. Appro 4,000 feet SE/NW. Ground is level at the ends of the landing strip. Could run off and not damage the aircraft.

FACILITIES: (a) Fuel & Oil: None.

(b) Water:

(c) Phone, W/T, etc.,: None.

(d) Radio Aids:

(e) Hangars and workshops: None.

(f) Accomodations: None on the landing ground.

(g) Servicing: None available.

DISPERSAL: Plenty of open areas around the landing strip.

DEFENSES:

ACCESS: (a) Road: On main highway to Tripoli.

(b) Rail:

REMARKS: Prevailing winds from NW. Pilot French Unit at Airdrome. At present this is an Emergency landing ground ONLY.

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MOGADOR
(French Morocco)

COORDINATES: 31° 31' N., 09° 45' W. ALTITUDE: 20'

MAP VARIATION: 12° 05' W (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: The town of Mogador is on the west side of the field

OBSTRUCTIONS: Hills with elevations up to 450', about 2 miles SE. Buildings and hangars near SW boundary.

DIMENSIONS: Irregular. N/S 3,330 ft x E/W 1,740 ft.

SURFACE AND DRAINAGE: Firm sand and good drainage.

RUNWAYS: None, entire field usable.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available.

(c) Phone, W/T, etc.,: In the town.

(d) Radio Aids:

(e) Hangars & Workshops:

(f) Accomodations:

(g) Servicing:

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Road to town.

(b) Rail: None.

REMARKS: White circle with "MOGADOR" inscribed: boundary and corner markers.

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M'SILA

COORDINATES: 35° 54' N. -- 04° 33' E ALTITUDE: 1,600'

MAP VARIATION: 6° 50' W. (1941) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1;500,000

LOCAL POSITION: 1-mile NW of the village of M'Sila, on a direct line between Biskra and Blida.

OBSTRUCTIONS: None.

DIMENSIONS: Approx. 3,500 ft. sq. .

SURFACE AND DRAINAGE: Gravel surface, good under any rainy conditions.

RUNWAYS: None.

FACILITIES: (a) Fuel & Oil: None.

(b) Water: None

(c) Phone, W/T, etc.: Excellant at the village of M'Sila.

(d) Radio Aids: None

(e) Hangars & Workshops: None.

(f) Accomodations: Hotel accomodations in M'Sila for transients.

(g) Servicing: None.

DISPERSAL: None

DEFENSES: None

ACCESS: (a) Road: Highway on the E of the landing ground.

(b) Rail: Station in the village of M'Sila.

REMARKS:

NOUVION (Newberg)

COORDINATES: 35° 70' N -- 00° 12' E. ALTITUDE: 100'

MAP VARIATION: 8° 55' W. (1941) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: 24 miles SW of Relizane. East of highway. West of railway from Oggaz to L'Hillil thence to Relizane.

OBSTRUCTIONS: Hills on east about 1 mile from field.

DIMENSIONS: Approx, 5,000' X 5,000'.

SURFACE AND DRAINAGE: Sod. Muddy after rains. Drainage fair.

RUNWAYS: One, 4,000 ft. Graded dirt. E/W.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available.

(c) Phone, W/T, etc.: Availanle.

(d) Radio Aids: "Divorce" VHF "C" & "D".
"wornout" 6440 kc.

(e) Hangars & Workshops: None.

(f) Accomodations: Several barracks and other buildings.

(g) Servicing: Limited.

DISPERSAL: Ample open dispersal points.

DEFENSES:

ACCESS: (a) Road: East side of field. Station at Nouvion.

(b) Rail: Main highway on west side of field.

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OUAKAM
(Dakar)

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COORDINATES: 14° 43' N., 17° 29' W.   ALTITUDE: 75'

MAP VARIATION: ANNUAL CHANGE:

MAP REFERENCE:

LOCAL POSITION: About 3 miles west of Dakar.

OBSTRUCTIONS: All approaches unobstructed.

DIMENSIONS: Entire field about 1 mile square.

SURFACE & DRAINAGE: Hard surface and good drainage.

RUNWAYS: Two: N/S 4,896' x 264' (194° mag.)
NE/SW, 828' x 150' (267° mag) Hard and good surface.

FACILITIES: (a) Fuel & Oil: Available in good quantities.

(b) Water: Available.

(c) Phone, W/T, etc.,: W/T and D/F stations.

(d) Radio Aids: Use 5662 kcs. from tower.

(e) Hangars & Workshops: Hangars to the E and W, at the south end of the NS runway. Maintenance hangars to the east of the main runway.

(f) Accomodations: Good for transients. Housing and mess facilities consist of a large French liner at the docks.

(g) Servicing: Available. Workshops on the east side o main runway.

DISPERSAL: At the east end of the SW/NE runway. Not very much room

DEFENSES:

ACCESS: (a) Road: Good road at the boundary of the landing field.

(b) Rail: Light (single gauge) railroad at the field.
Regular gauge track in Dakar with station.

REMARKS: Ammunition dump to the east of the field.

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OUED HAMIMINE

COORDINATES: 36° 17' N — 06° 41' E. ALTITUDE: 1935 ft.

MAP VARIATION: 06° W (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A

LOCAL POSITION: Six miles SE of Constantine, on east side of adjoining road and railroad to Ain Beida.

OBSTRUCTIONS:

DIMENSIONS: 2,625 X 1,950 ft.

SURFACE & DRAINAGE: Hard in summer, muddy after heavy rains.

RUNWAYS:

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available.

(c) Phone, W/T, etc.: Telephone, D/F and met. stations.

(d) Radio Aids:

(e) Hangars & workshops: At least three hangars on W side. Workshop available.

(f) Accomodations:

(g) Servicing: Minor repairs.

DISPERSALS: Open dispersal points.

DEFENSES:

ACCESS: (a) Road: Road to Bone and Algiers.

(b) Rail: Railroad to Bone and Algiers.

REMARKS:

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MASCARA

This field is not large enough to be practecable for C-47's.

OUJDA (Princeton)

COORDINATES: 34° 47' N -- 01° 55' W. ALTITUDE: 1,640'.

MAP VARIATION: 9° 18' W (1941) ANNUAL CHANGE: 7' Easterly.

MAP REFERENCE: GSGS 4072-A

LOCAL POSITION: Eight miles NW of the town of Oujda. Just east of the Oujda-Martimprey road.

OBSTRUCTIONS: Telegraph lines (23' high) just west of the landing ground along road. High tension wires (100 ft. high) 1000 yards SW of the landing ground.

DIMENSIONS: 6,580' N & S. -- 2,961' E & W.

SURFACE & DRAINAGE: Good, turf on clay and gravel. (large grass airport.)

RUNWAYS: None. Land toward the hangars in rainy weather. Stay to north side of field.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Water toward north end of hangar.

(c) Phone, W/T, etc.: W/T station, telephone and telegraph. Call "Guinea".

(d) Radio Aids: VHF tower control - 116.1 mc., call sign "Upstream", channel "C". 6440 kcs. "Thicksoup".

(e) Hangars & Workshops: Five hangars on the north end of landing ground.

(f) Accomodations: Available.

(g) Servicing: Available.

DISPERSALS: Around the perimeters.

ACCESS: (a) Road: Oujda-Martimprey road passes close west of the landing ground.

(b) Rail: Nearest station at Oujda, connections to Algiers main line.

DEFENSES:

REMARKS:

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IN SALAH

COORDINATES: 27° 10' N -- 02° 30' E. ALTITUDE: Below 1500'.

MAP VARIATION: Approx. 7° 30' W. (1941) ANNUAL CHANGE: 7' Easterl

MAP REFERENCE: GSGS 2465, W.O. 1942, NG-31.

LOCAL POSITION: Cliff 10-miles north of In-Salah is quite obvious landmark.

OBSTRUCTIONS: None.

DIMENSIONS: Approx. 3,000 ft. sq.

SURFACE & DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel & Oil: None, (80 octane gas can be obtained at Aoulef el Arab, west of IN SALAH.)

(b) Water

(c) Phone, W/T, etc.:

(d) Radio Aids:

(e) Hangars & Workshops: None

(f) Accomodations: For 12 or 15 transients.

(g) Servicing:

DISPERSAL: Adequate for C-47's, probably adequate for B-17's and C-87's.

DEFENSES:

ACCESS: (a) Road: It is reported that a road leads into the town. (On map supplied to the pilot it is not shown.)

(b) Rail:

REMARKS: Desert country, large oasis: another oasis located quite close to field. French Garrison very hospitable.

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ORLEANSVILLE

COORDINATES: S(M) 1843, 36° 13' N. -- 01° 19' E.

MAP VARIATION: 8° W. (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072, 1:500,000 ALTITUDE: 500 ft.

LOCAL POSITION: 3 miles north of Orleansville.

OBSTRUCTIONS: Mud holes and soft spots on the field are marked by high sticks which planes might easily run into. There is a ditch on the west side of the road running north and south across the east end of the field. Since landing ground is short, pilots may land east of road in order to lengthen landing area and thereby take a chance of an accident when the plane reaches the soft mud in the ditch.

DIMENSIONS: 3,000 feet square. Best landing direction is east to west or west to east. Field in that direction is approximately 1,100 feet long. Landing distance in other directions is shorter.

SURFACE AND DRAINAGE: Field surface is grass and clay; drainage is very poor.

RUNWAYS: One, E/W, 150' x 3,800'.

FACILITIES: (a) Fuel & Oil: None

(b) Water: Available.

(c) Phone, W/T, etc.: Available.

(d) Radio Aids:

(e) Hangars and Workshops: Two workshops, no hangar.

(f) Accomodations:

(g) Servicing:

DISPERSAL: With a large number of aircraft on field, it would be necessary to disperse in an adjoining field.

DEFENSES:

ACCESS: (a) Road: Yes, to Algiers. (b) Rail: Station at Orleansvill

REMARKS: (1st Ind. letter dated 10 January, 1943, Hq's 64th T.C.Gp.) as follows: In view of the above report and a conference with the flight leaders, the field at Orleansville is considered unfit for operations for C-47's.

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PHILIPPEVILLE (Atlanta)

COORDINATES: 36° 51' N ---06° 52' E. ALTITUDE: 40 feet

MAP VARIATION: 6° 00' W. (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: In a depression 2½ miles SE of Philippeville. One mile E of the railroad. The crossing of the highway and the railroad 1½ miles SW of the airport. The village of Mallee is close couth of the landing ground.

OBSTRUCTIONS: Hill in vicinity and Mt. Hallia, (2,178') is three miles SE. Trees and telephone line north of the airport. Also a telephone line on the east side of the field. Trees and sand dunes on the south. A high tension line 39 feet high extending from NNW to SSE close to west of the airport.

DIMENSIONS: 3,000' X 3,500'

SURFACE AND DRAINAGE: Field is level and becomes heavy after rain.

RUNWAYS: Two, 3,000' and 2,380'. No details.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available.

(c) Phone, W/T, etc.: Telephone and telegraph on the field.

(d) Radio Aids:

(e) Hangars and Workshops: One hangar 98' X 65'. Workshop available.

(f) Accomodations:

(g) Servicing: Available.

DISPERSAL: Open aircraft dispersal points.

DEFENSES:

ACCESS: (a) Road: Highway to Philippeville.
(b) Rail: Station at Philippeville, thence to Alger.

REMARKS: Weather reports available. When there is no wind, landings are to be made from NE or SW.

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PORT LYAUTEY (Sharon)

COORDINATES: 34° 17' N --06° 35' W. ALTITUDE: 16 feet.

MAP VARIATION: 11° 00' W ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: Code AF, GSGS 4072 A, 1:500,000

LOCAL POSITION: On west bank of Wadi Sebu about 2 miles NNW of Port Lyautey.

OBSTRUCTIONS: Mt. Bergui, 180 ft. high, 2/3 mile west of field. Radio masts 1/5 mile WSW of field. Silo, 80 ft. high in center of Port Lyautey on south bank of river.

DIMENSIONS: N/S 1968 ft. E/W 1968 ft. Reported it is being enlarged.

SURFACE AND DRAINAGE: Good. Slippery after rains.

RUNWAYS: 2 concrete runways 6263 ft. long, forming "V" with apex to NE. EW joining NS at E end, still U/C. Taxi strip connecting hangars (S) with runways.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available. Water tower to W of three buildings lying to W of railway.

(c) Phone W/T, etc.: Phone code name "Cartblank". Telegraph in town.

(d) Radio Aids: "Gabble" on 6440 Kcs., on command set, be sure to make contact. "FWY" in town.— weather from Rabat by phone.

(e) Hangars and Workshops: Two large hangars 66' x 49' and 46' x 36' in SE corner. One large, one medium, both within tarmac apron in front. Three rectangular buildings connected by taxi strip with hangar.

(f) Accomodations: Barracks to west of above rectangular buildings. Also large buildings enclosed by wall ½ mile SE.

(g) Servicing: Minor repairs at field. Mechanics and workshops in town.

DISPERSAL: Three medium open A/C shelters to W, near runway.

DEFENSES:

ACCESS: (a) Road: To town.— (b) Rail: Station in town connecting with Meknes and Fez.

REMARKS:

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Cont'd.

RABAT (Penn)

COORDINATES: 33° 59' N -- 06° 50' W. ALTITUDE: 226 feet.

MAP VARIATION: 11° 39' W. (1942) ANNUAL CHANGE: 7'

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: About 2½ miles south of the entrance to the WASI ABU REGREG. 1½ miles south of the town of Rabat.

OBSTRUCTIONS: Telephone wires 33 ft. high, respectively, on NE side hangars and trees on E, radio mast 65 ft. high near W boundary and high tension wires 1½ miles east and ½ mile south. Red obstruction lights on hangars and masts and buildings.

DIMENSIONS: N/S 3,600'. E/W 3,150'.

SURFACE AND DRAINAGE: Uneven sod, sandy in north portion. The south and east parts are rather soft after lengthy rains. Large grassy field that slopes from NW to SE.

RUNWAYS: None, entire field usable.

FACILITIES: (a) Fuel & Oil:

(b) Water: Available.

(c) Phone W/T, etc.,: Phone code name "Blackbeard".

(d) Radio Aids:

(e) Hangars and Workshops: Three hangars 76' x 100'. Two hangars 66' x 99'. Other smaller hangars available.

(f) Accomodations: Extensive administrative buildings. MT shed, and quarters for personnel on NE side of landing area.

(g) Servicing: Unavailable.

DISPERSAL: Ample room, open dispersal points.

DEFENSES:

ACCESS: (a) Road: Good roads to Rabat connecting Casablanca, Fes and Oran.
(b) Rail: Station at Rabat, connections for Meknes and Fes.

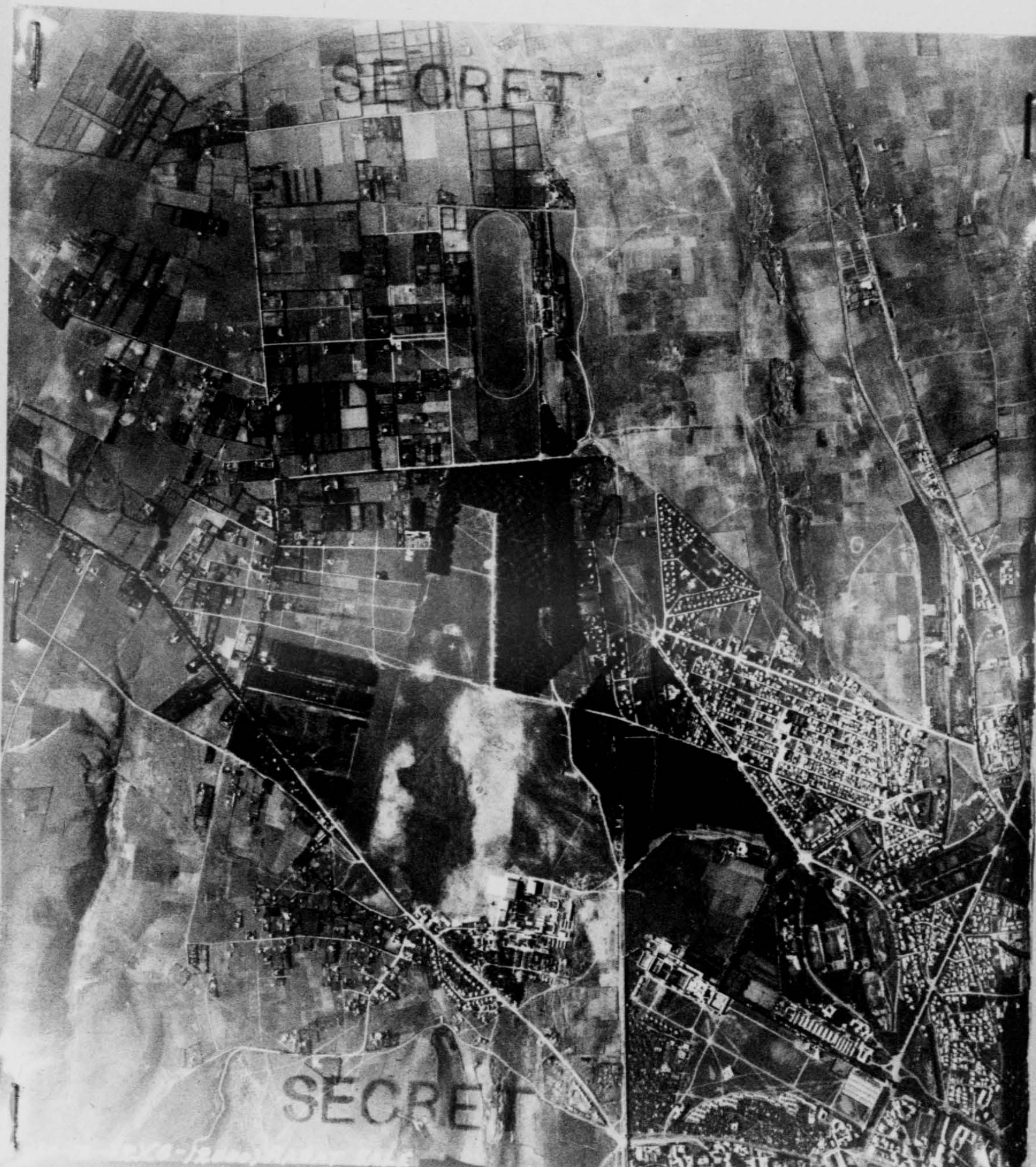
REMARKS: Two flood lights, red boundary lights, radio station near field. Weather forecasts and upper air observations available at the field.

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RE EL MA
(French Morocco)

SECRET

COORDINATES: 34° 04' N., 05° 07' W. ALTITUDE: 1,600'

MAP VARIATION: 10° 35' W. (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS4072-A, 1:500,000

LOCAL POSITION: 3 miles west of Fes on the south side of the road.

OBSTRUCTIONS: None.

DIMENSIONS: "L" shaped field about the same dimensions as runways. E/W about 4,500' x 850' ; N/S 4,000' x 900'.

SURFACE & DRAINAGE: Sand clay surface.

RUNWAYS: Two: NE/SW, 300' x 5,500' marked. N/S 300' x 4,000' unmark Best to land NE/SW.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available

(c) Phone, W/T, etc.,:

(d) Radio Aids:

(e) Accomodations: Limited facilities.

(f) Hangars & Workshops:

(g) Servicing:

DISPERSAL: Good, open dispersal areas.

DEFENCES:

ACCESS: (a) Road: Road on the south side of the field leads to FES.

(b) Rail: Station at FES.

REMARKS:

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RELIZANE (Detroit)

COORDINATES: 35° 46' 30" N. -- 00° 39' 00" E. ALTITUDE: 260'

MAP VARIATION: 8° 15' W. (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: About four miles east of town of Relizane on main highway to Alger.

OBSTRUCTIONS: Acquaduct on SE side of landing ground, high tension lines along the highway on the N side, Control tower (60' high) also in buildings on north side of landing ground next to road.

DIMENSIONS: E/W 6,000'. N/S 3,000'.

SURFACE AND DRAINAGE: Hard clay soil, very muddy after continual rains. Engineers are now leveling, grading and packing with graders and rollers. Surface of field except runways not suitable for landing.

RUNWAYS: One, about 4,000 ft. east and west. Landing lights for night landings and yellow markers. There is 2,000 ft. extension on the east end, but use is not encouraged. Runways not suitable for tricycle landing gear.

FACILITIES: (a) Fuel & Oil: Available in drums.

(b) Water: Available.

(c) Phone W/T, etc.,: Telephone code name "Oscar". W/T available. Ground radio station call "8LF" on 4550 kcs.

(d) Radio Aids: Control tower on 6440 kcs. Call "Why-not".

(e) Hangars and Workshops: No hangars. Tents for workshops.

(f) Accomodations: Adequate buildings for base personnel. Very limited mess and quarters for transients.

(g) Servicing. One gasoline trailer-truck.

DISPERSAL: Open dispersal points. Ample room except after rain.

DEFENSES: Few 30-30 cal. machine guns.

ACCESS: (a) Road: Highway connection to Oran and Algers.
(b) Rail: Station at Relizane, connections with main lines.

REMARKS: At present the 60th Troop Carrier Gp. is base personnel.

SECRET



0787

ROBERTS FIELD
(Marshall, Liberia)

COORDINATES: 06° 14' N., 10° 22' W. ALTITUDE: 25'

MAP VARIATION: 17° W. (1942) ANNUAL CHANGE:

MAP REFERENCE:

LOCAL POSITION: Airport is 7 miles NW of Marshall and 35 miles SE of Monrovia. Junction of Fish Lake and Farmington River, immediately NE. Firestone Plantation can be seen on the north. Barbed wire fence surrounds the field.

OBSTRUCTIONS: Radio masts one mile south west, also masts ½ mile parallel to NE/SW runway. Obstruction lights installed. Trees on north end of runway.

DIMENSIONS:

SURFACE AND DRAINAGE:

RUNWAYS: NE/SW, 6,200' x 200' paved. NW/SE 7,000', SE leg paved for 1,800', NW leg sand sealed. Both runways usable. Construction work on runways is not serious hazard.

FACILITIES: (a) Fuel & Oil: Adequate supply in underground tanks.

(b) Water: Available.

(c) Phone, W/T, etc.,: Telephone available. Obstruction lights installed. Flare pots can be used for night landings when needed. Beacon 06° 14' 34" N., 10° 21' 06" W. Identification "MO" operates continuous

(d) Radio Aids: Radio call sign "WYUD".

Transmits	Receives	
4400	4495	Tower
5662	5662	Voice - airways
4220	4495	Voice - airways
316		

(e) Hangars & Workshops: Nose hangar, 65' x 56'.

(f) Accomodations: One converted warehouse with cots for 35 men.

(g) Servicing: First echelon operated by U.S. Air Corps,

DISPERSAL: Adequate dispersal area.

DEFENSES:

ACCESS: (a) Road: Road to Marshall Plantation.

(b) Rail:

(c) Other: River boats on Farminton River.

REMARKS: Avoid night landing, but if night landing is necessary be sure to come in high enough to miss trees along end of runway: they are hard to see. If Marshall approached from N., Monrovia is a good landmark, being 30 miles north of Roberts Field. Watch for a little white house at Monrovia.

SETIF (Thunderbolt)

COORDINATES: 36° 12' N -- 05° 20' E.S(P) 7853 ALTITUDE: 3,364'

MAP VARIATION: 6° 30' W (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072, 1:500,000.

LOCAL POSITION: Four miles west of Setif on south side of Algiers - Constantine road. 44 miles SSE of Bougie.

OBSTRUCTIONS: None.

DIMENSIONS: Approximately 4200' x 3600'.

SURFACE AND DRAINAGE: Hard clay, grass covered. Well drained. An all weather field.

RUNWAYS: Extension to grass runway of 1,500' x 100'. Pierce steel plank. 4,500' all weather runway, W/S and perimeter track in stone.

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Good supply.

(c) Phone W/T, etc.,: Telephone and Met. station available.

(d) Radio Aids:

(e) Hangars and Workshops: 15 hangars on N and E sides. Two large hangars can accomodate two C-47's anytime. Workshop available.

(f) Accomodations: Military buildings on E side. Available for transients.

(g) Servicing: Available. (Small repairs).

DISPERSALS: Open dispersal points.

DEFENSES: Excellent A.A. protection.

ACCESS: (a) Road: To Algiers. (b) Rail: Station at Setif. Connections to Algiers.

REMARKS: At present this field is operated by a French Unit. (January, 1943).

SIDI CHERKAOUI

COORDINATES: 34° 03' N -- 05° 08' W. Approx. ALTITUDE: 1,500'

MAP VARIATION: 10° 37' W ANNUAL CHANGE: 7' Easterly.

MAP REFERENCE: GSGS 4072-A

LOCAL POSITION: 10 miles west of Fes, near small town of Sidi Cherkaoui.

OBSTRUCTIONS: Small control house inthe center of field.

DIMENSIONS: Approx, 6,000' X 3,000'.

SURFACE AND DRAINAGE: Turf, soggy in rainy weather.

RUNWAYS: None, land east and west.

FACILITIES: (a) Fuel & Oil: Gasoline in drums.

(b) Water: Available.

(c) Phone, W/T, etc.: Telephone available.

(d) Radio Aids: Available.

(e) Hangars & Workshops: None

(f) Accomodations: None for transients.

(g) Servicing: None.

DISPERSAL: Open points.

DEFENSES:

ACCESS: (a) Road: Main highway to north of the landing ground.

(b) Rail: Railway to the south. Station in small town of Sidi Cherkaoui.

REMARKS:

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SOUK AHRAS (Kansas City)

COORDINATES: 36° 16' 23" N -- 07° 56' 25" E. ALTITUDE: 2,230

MAP VARIATION: 5° 40' W (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: Two miles SW of Souk Ahras, 44 miles S by E of Bone.

OBSTRUCTIONS:

DIMENSIONS: 2,200' X 1,650'.

RUNWAYS:

SURFACE AND DRAINAGE:

FACILITIES: (a) Fuel & Oil: Available.

(b) Water: Available.

(c) Phone, W/T, etc.:

(d) Radio Aids:

(e) Hangars & Workshops: One small hangar.

(f) Accomodations:

(g) Servicing: Minor repairs.

DISPERSALS: Open dispersal points.

DEFENSES:

ACCESS: (a) Road: Road to Bone.

(b) Rail: Railway to Bone, station at Souk Ahras.

REMARKS:

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SOUK EL ARBA (Minneapolis)

COORDINATES: 36° 39' N -- 08° 48' E (Approx.) ALTITUDE: 600'

MAP VARIATION: 5° 20' W. (1941) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: Code AF, GSGS 4072-A, NE 34/4

LOCAL POSITION: 70 miles SE of Bone, 3/4 mile SSE of Souk El Arba. 20 miles from Algerian-Tunisian border and 90 miles S by S of Tunis.

OBSTRUCTIONS: None.

SURFACE AND DRAINAGE: Level, Muddy after continous rain.

RUNWAYS: Two: each 3,000' x 90'. Runways are of wire mat.

FACILITIES: (a) Fuel & Oil: Yes.

(b) Water: Yes.

(c) Phone, W/T, etc.: Yes.

(d) Radio Aids:

(e) Hangars & Workshops: None

(f) Accomodations: Buildings on N side.

(g) Servicing: Yes.

DISPERSALS: Ample parking on the west side near the road.

DEFENSES:

ACCESS: (a) Road: To Beja, thence to Tunis and Bizerta.

(b) Rail: Same as road.

REMARKS:

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TAFARAOUI (Dog Patch) SECRET

COORDINATES: 35° 32' N --- 00° 32' W ALTITUDE: 374'

MAP VARIATION: 9° 00' W (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: 12½ miles SE of Oran, 3-3/4 miles NW of the village of Tafaraoui.

OBSTRUCTIONS: Hangars in NW corner and E side.

DIMENSIONS: 4,950' x 5,700'

SURFACE AND DRAINAGE: Flat clay surface. Muddy after continual rains.

RUNWAYS: Two concrete runways, N to S 3300 x 150'. The other one runs E and W and is the same size.
Steel mat taxi strip has been added.

FACILITIES: (a) Fuel and Oil: Available.

(b) Water: Available.

(c) Phone, W/T, etc: Phone code name is "Chateau".

(d) Radio Aids: H.F. Airdrome Control-6440 kcs. VHF Aids: Control "Backgear", D F Homer "Jawset" on 116.1.

(e) Hangars and Workshops: Four hangars, all have concrete aprons and those in the NW corner are connected by taxi track to EW runway.

(f) Accomodations: Barracks to S of hangars in the SW corner. Storage between hangars.

(g) Servicing: Available.

DISPERSAL: Two large open A/C shelters in NW corner. Five small open "T" shaped shelters on E boundary around the hangars.

DEFENSES:

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ACCESS: (a) Road: The road N of Tafaraoui to the Main Arbal-Oran road passes close to the W boundary of the airdrome. This road from Tafaraoui connects with the Route Nationale this Oran-Mascara.

(b) Rail: The main Oran-Algiers railway is 2 miles N of the airdrome.

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TAKORADI
(Gold Coast)

SECRET

COORDINATES: 04° 54' N. -- 01° 46' W.   ALTITUDE: 20'

MAP VARIATION: 13° W. (1942)   ANNUAL CHANGE: 5' E.

MAP REFERENCE: Africa, Gold Coast, W.O. 1938

LOCAL POSITION: One half mile west of native village of Takoradi.

OBSTRUCTIONS: NE, hill 90° from commencement of main runway in direct line of approach. E, two W/T masts, 7500' distant, 200' high on hill 150'. SE, W/T station, two masts, 100' high, 3600' distant. S, airport buildings and five W/T masts (70'). SW, there is a hill.

DIMENSIONS:

SURFACE AND DRAINAGE: Grass surface which is rough. Concrete drainage ditches (with black and white grilles) along runway are uncovered.

RUNWAYS: NE/SW 3360' x 200', E/W 300' x 200', and ENE/WSW 2540' x 200'. All have Bitumen surface. Slight concave, rough surface, slight upward slope in SW direction. White boundary markers. Wind sleeve. Landing "T". Emergency flare ready for immediate use.

FACILITIES: (a) Fuel & Oil: Bulk supply of 100 octane gas, and 120 grade oil.

(b) Water: Available.

(c) Phone, W/T, etc.: Telephone and telegraph on field.

(d) Radio Aids: Radio call sign, "ZNV" (civil).

Transmits	Receives	Comments
333	333	MF/DF
Call sign BJW (RAF)		
4585	4575	HF/DF (Call BJW 1) Beacon on request, identification ZNV.
310		

(e) Hangars and Workshops: Six hangars, largest 180' x 98' x 25' capable of accomodating large aircraft.

(f) Accomodations: Provided by RAF, also Government.

(g) Servicing: RAF servicing facilities, refueling slow. RAF maintenance crews with experience on U.S. aircraft and engines. Major repairs. Compass base. PAA mechanics. Radio repair section has experience on Bendix equipment.

DISPERSAL: Ample room, gravel surface dispersal areas.

DEFENSES:

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TAKORADI (Cont'd)
(Gold Coast)

ACCESS: (a) Road: Road around the airdrome and to the village.
(b) Rail: There are railway lines, trollies, and other equipment for handling crated aircraft. Rail station in village.

REMARKS: Weather service reports to aircraft in ATIMOC code. Takoradi used as an assembly port for air reinforcements to the Middle East.

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SECRET

TANGIER

COORDINATES: 35° 43' N., 050 15' W. ALTITUDE: 49'

MAP VARIATION: 11° 05' W. (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4072-A, 1:500,000

LOCAL POSITION: Approx 6 miles SW of Tangier and 4 miles SE of Cape Spartel. The road between Tangier and Rabat passes close SE of the airport. The Atlantic coast is 2 miles to the west.

OBSTRUCTIONS: Approaches to runway are clear. Hangars, buildings, and radio masts north of runway intersection. Mountainous terrain in vicinity of field.

DIMENSIONS: Irregular shape. There are two areas for landing seperated by a road running between the two. The SW area is about 2,625' E/W by 1,500' N/S: The NE area is 1,980' x 1,530' E/W.

SURFACE & DRAINAGE: The surface of both areas is sandy and very soft in wet weather.

RUNWAYS: Two concrete runways extending into both areas. NE/SW 1,800' x 132'. NE/SW, 2,700' x 132'.

FACILITIES: (a) Fuel & Oil: Aviation gas and oil available.

(b) Water: Available.

(c) Phone, W/T, etc.,: Telephone and telegraph.

(d) Radio Aids: Available at the field.

(e) Hangars & Workshops: Two hangars, 98' x 98' x 20', and 49' x 49' x 20'. Workshop available

(f) Accomodations: Hotels in town.

(g) Servicing:

DISPERSAL: Open areas.

DEFENSES:

ACCESS: (a) Road: Road to Tangiers.

(b) Rail: Station at Tangiers.

REMARKS:

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0799

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TAZA

COORDINATES: 34° 14' N -- 04° 00' W. (Approx).

MAP VARIATION: Approximately 10° W. (1942) ALTITUDE: 1,574'

MAP REFERENCE: GSGS 4072-A ANNUAL CHANGE: 7' Easterly

LOCAL POSITION: ½ mile SE of TAZA 56 miles NE of Fes.

OBSTRUCTIONS: Mountain to S & W, good approach to E & N.

DIMENSIONS: 3,600' NE/SW.

SURFACE AND DRAINAGE: Sod, Clay and sand, well drained, heavy after prolonged rain.

RUNWAYS: One, N - S, 150' x 3,400'. Lighted runway with markers. Grass; but rough and unkept. Not suitable for C-47's.

FACILITIES: (a) Fuel & Oil: In barrels, Jan, 1943.

(b) Water: Available.

(c) Phone W/T, etc.,: Phone code name "Blackfriar".

(d) Radio Aids.

(e) Hangars and Workshops: None no operations or towers.

(f) Accomodations: Facilities in town for transients.

(g) Servicing: (To be a large repair depot).

DISPERSALS: Good all over.

DEFENSES.

ACCESS: (a) Road: Main highway to north of field.
(b) Rail: Station in Taza, connections with Fes and Oujda.

REMARKS: Air base group to be located here.

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SECRET

TEBESSA (Spokane)

COORDINATES: 35° 27' N -- 08° 08' E. ALTITUDE: 2,657'

MAP VARIATION: Approx. 5° 30' W (1941) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A.

LOCAL POSITION: 2-½ miles north of the town of Tebessa. 105 miles south of Bone.

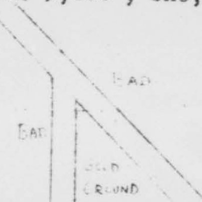
OBSTRUCTIONS: Ditch and three wrecked airplanes and row of rock piles to mark them at the east end of SE - NW runway.

DIMENSIONS: Usable part in equilateral triangle of which two equal legs are 3,000' long. Area outside bad.



SURFACE AND DRAINAGE: Dirt, bad in wet weather, good in dry weather.

RUNWAYS: Two, one NW and SE approx. 5,000', one, N and S approx. 3,000'.



FACILITIES: (a) Fuel & Oil: None

(b) Water:

(c) Phone W/T, etc.: Yes, W/T probably at neighboring Infantry Hq. Call "Redink".

(d) Radio aids:

(e) Hangars and Workshops: Neglible.

(f) Accomodations: None.

(g) Servicing: None.

DISPERSAL: Possible in triangle between runways.

DEFENSES. Limited.

ACCESS: (a) Road: Highway to town connecting with Bone.
(b) Rail: To the town 2½ miles S.

REMARKS: Usable in good weather only.

SECRET

0802



0803

TELERGMA (Tulsa)

COORDINATES: 36° 07' N -- 06° 23' E.   ALTITUDE: 2,460'

MAP VARIATION: 6° 20' W (1941) Approx.   ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: Code AF, GSGS 4072-A, NE 36/4

LOCAL POSITION: At the small town of Telergma, approximately 25 miles SW of Constantine.

OBSTRUCTIONS: Mt. Teioualt, 4,225 ft. 6 miles SSW of the field. A telegraph line parallels the railroad that borders the N side of the field.

DIMENSIONS: 1,800 ft. x 5,500 ft. (Approx.)

SURFACE & DRAINAGE: Dust and gravel surface so be careful of racing engines to fast.

RUNWAYS: (see back of page).

FACILITIES: (a) Fuel & Oil: Yes.

(b) Water: Yes.

(c) Phone W/T, etc.,: Phone code name "New Jersey", telegraph at Telergma.

(d) Radio aids: Control tower operates from 0630 Z to 1630 Z. Call sign "Circle" on 6440 Kms. All aircraft to contact tower before landing. VHF and Command radio operating at all times.

(e) Hangars and Workshops: One hangar, 49' x 98'.

(f) Accomodations: Barracks.

(g) Servicing: Minor repairs.

DISPERSAL: Adequate space for dispersal, open at W end of the runway.

DEFENSES: Just started.

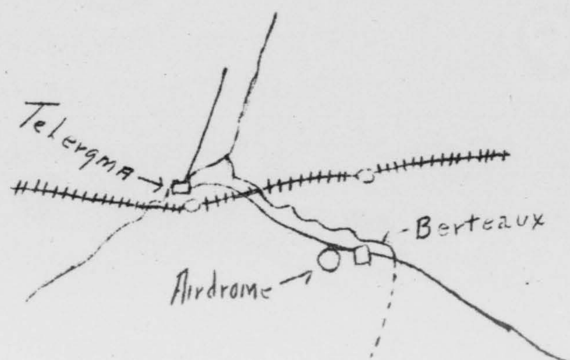
ACCESS: (a) Road: Highway to Constantine. (b) Rail: Railroad on north side of field, Station at Telergma.

REMARKS: Satelite field located eight miles north and slightly east with 6,500 ' of excellent runway.

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RUNWAYS: Two: east to west, 600' x 6,250', part rod, good in all weather. New runway about 400' south to the present one, being built. This one is parallel with the old one and is longer and wider. A formation of 3 C-47's can be accomodated at present.



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(6")(6"5000)(31-1-43)(1330)

STRIP 1

0806

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Hq's, 51st T.C. Wing, 2nd Consolidated Airdrome Report, 25/1/43.
Cont'd.

THELEPTE (Bronx)

COORDINATES: 35° 00' N — 08° 36' E (Approx) ALTITUDE: 2,500'

MAP VARIATION: Approx. 5° 20' W (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: Code AF, GSGS 4072 A, NE 34/6.

LOCAL POSITION: Seven miles north of Feriana, Tunisia adjacent to and on east side of the road.

OBSTRUCTIONS: Telephone wires on left or west side of airdrome. Highway junction.

DIMENSIONS: 8,000' North and South, 5,500' East and West.

SURFACE AND DRAINAGE: Excellent due to large amount of small pebbles and sand. An all weather field. After rain field is soft so care must be taken.

RUNWAYS: None, 6,000' of landing room north and south, 3,000' of landing room east and west.

FACILITIES: (a) Fuel & Oil: Yes.

(b) Water: Yes.

(c) Phone W/T, etc.: Phone code name "Bullmer".

(d) Radio aids: None

(e) Hangars and Workshops: None.

(f) Accomodations: None, barracks 1½ miles from field.

(g) Servicing: No mechanics available for C-47 aircraft. Gasoline brought by trucks in 5 gallon cans.

DISPERSAL: Excellent, they have a very wide and open area. Although no foliage for concealment.

DEFENSES: There are some 50 cal. machine guns and a few 20 mm cannon. Also French troops.

ACCESS: (a) Road: Good, main road adjacent. (b) Rail: Good, about 3 miles from field.

REMARKS: This field appears to have very good possibilities. It is usable in present condition for fighter anc transport planes and quite probably bombers. At present it is lacking in sufficient barracks and air warning facilities and anti-aircraft gun positions. French troops cooperating. After landing taxi to south end of field where gas barrels are located.

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TIARET

COORDINATES: 35° 23' 49" N., 01° 23' 14" E. ALTITUDE: 3,300'

MAP VARIATION: 8° W. (1942) ANNUAL CHANGE: 7' E.

MAP REFERENCE: GSGS 4078-A, 1:500,000

LOCAL POSITION: 4½ miles NE of town of Tiaret, 115 miles east by south of Oran.

OBSTRUCTIONS: Ditch at east end of runway. Undulating on west end.

DIMENSIONS: Approx. 4,500' x 800'.

SURFACE & DRAINAGE: Grass runway. Rest of field also grass surface. Good drainage. West end muddy after rains.

RUNWAYS: One marked, grass surface runway, approx. 3,600' x 800'. The runway runs east and west (110°). Approaches from the east ONLY, but watch for the ditch on the east end.

FACILITIES: (a) Fuel & Oil:

(b) Water: Good water available.

(c) Phone, W/T, etc.,: Good telephone.

(d) Radio Aids: Tower not operational.

(e) Hangars & Workshops: One hangar 50' x 70'. Wind sock.

(f) Accomodations:

(g) Servicing:

DISPERSAL: Open areas.

DEFENSES: French Garrison.

ACCESS: (a) Road: Road to Tiaret, connections with the Algiers-Oran road.

(b) Rail: Station in Tiaret.

REMARKS: Circle in center with the name "TIARET" inscribed. Good spot to land if passes are closed. French Garrison stationed here. Principally civilian airdrome.

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SECRET

TINDOUF

COORDINATES: 27° 46' N. -- 08° 10' W. ALTITUDE:

MAP VARIATION: 05° 20' W. (1942) ANNUAL CHANGE: 6' E.

MAP REFERENCE: G.S.G.S. - 2871, 1:2,000,000

LOCAL POSITION: About 2 miles east of town of Tindouf on north side of highway. Approximately 275 miles south of Marrakech.

OBSTRUCTIONS: Small buildings on east side of field.

SURFACE AND DRAINAGE: Smooth dirt and gravel surface. Good drainage.

RUNWAYS: None, entire field usable.

DIMENSIONS:

FACILITIES: (a) Fuel & Oil: All fuel is flown in.

(b) Water: Limited quantities.

(c) Phone, W/T, etc.: W/T and D/F station.

(d) Radio aids: 1398 kcs. on DF beacon.

(e) Hangars and Workshops: Two small hangars unsuitable for C-47's.

(f) Accomodations: American food and quarters for about 30 men.

(g) Servicing: Minor repairs.

DISPERSAL: Open dispersal areas.

DEFENSE: None at present. French Foreign Legion Post in town.

ACCESS: (a) Road: Main road south of field leads to Tindouf.

(b) Rail: None.

REMARKS: Use British maps if possible. Watch the trails leading into the town as the landing ground is hard to find.

SECRET

SECRET

TINDOUF

COORDINATES: 27° 46' N. -- 08° 10' W. ALTITUDE:

MAP VARIATION: 05° 20' W. (1942) ANNUAL CHANGE: 6' E.

MAP REFERENCE: G.S.G.S. - 2871, 1:2,000,000

LOCAL POSITION: About 2 miles east of town of Tindouf on north side of highway. Approximately 275 miles south of Marrakech.

OBSTRUCTIONS: Small buildings on east side of field.

SURFACE AND DRAINAGE: Smooth dirt and gravel surface. Good drainage.

RUNWAYS: None, entire field usable.

DIMENSIONS:

FACILITIES: (a) Fuel & Oil: All fuel is flown in.

(b) Water: Limited quantities.

(c) Phone, W/T, etc.: W/T and D/F station.

(d) Radio aids: 1398 kcs. on DF beacon.

(e) Hangars and Workshops: Two small hangars unsuitable for C-47's.

(f) Accomodations: American food and quarters for about 30 men.

(g) Servicing: Minor repairs.

DISPERSAL: Open dispersal areas.

DEFENSE: None at present. French Foreign Legion Post in town.

ACCESS: (a) Road: Main road south of field leads to Tindouf.

(b) Rail: None.

REMARKS: Use British maps if possible. Watch the trails leading into the town as the landing ground is hard to find.

SECRET

SECRET

TOUGGOURT (Algeria)

COORDINATES: 33° 05' 18" N. -- 06° 03' 33" E. ALTITUDE: 223'

MAP VARIATION: 06° 15' W. (1942) ANNUAL CHANGE: 7' E.

MAP REFFRENCE: G.S.G.S.- 4072 A, 1:500,000

LOCAL POSITION: 1½ miles SSW of Touggourt, 123 miles SE of Biskra.

OBSTRUCTIONS: None.

DIMENSIONS: Approximately 3600' x 2000'.

SURFACE AND DRAINAGE: Surface of Sand and Magnesia. The landing ground is flooded by irrigation of the date palms along side of the field. At present part of the landing ground is wet and unsuitable for landing. (Note attached photos)

RUNWAYS: None, flat open field.

FACILITIES: (a) Fuel & Oil: None.

(b) Water: ?

(c) Phone, W/T, etc.: None.

(d) Radio aids:

(e) Hangars and Workshops: None.

(f) Accomodations: Hotel facilities in town.

(g) Servicing: None.

DISPERSAL: Open areas around landing.

DEFENSES:

ACCESS: (a) Road: Main highway to Constantine.

(b) Rail:

REMARKS: Be careful in landing, the field may be wet.

SECRET

TUNIS/EL AOUINA

COORDINATES: 36° 50' N., 10° 14' E. ALTITUDE: 7'

MAP VARIATION: 4° 50' W (1942) ANNUAL CHANGE: 6½' E.

MAP REFERENCE: GSGS - 4072-A, 1:500,000

LOCAL POSITION: About 3/4 mile North of Lake of Tunis. West of the village of El Aouina, on north side of the Tunis-El Marsa road.

OBSTRUCTIONS: Trees, 39 feet high, and windmills about 82 feet to the north . Hangars, buildings, and windmills (82 feet high), and high tension wire 33 ft. high near the east side. Telephone line near south side and fence along south and west boundaries. Hangars near the SW corner.

DIMENSIONS: Rectangular shape. ENE/WSW, 3,117 feet: NNW/SSE, 2,953 feet.

SURFACE & DRAINAGE: Sand and stone: hard and level: SW por- soft after rians. White circle in the center with "TUNIS" inscribed.

RUNWAYS: None.

FACILITIES: (a) Fuel & Oil:

(b) Water: Available.

(c) Phone, W/T, etc.: Telephone.

(d) Radio Aids:

(e) Hangars & Workshops: Hangars and workshops.

(f) Accomodations:

(g) Servicing:

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Main road to Tunis.

(b) Rail: Station in Tunis. Railway to Tunis.

REMARKS:


43
(S.1-3PG)(22.1.43)(24-26000)

RAS AL ME

COORDINATES: 34° 00' N -- 05° 11' W. Approx. ALTITUDE: 1300'

MAG VARIATION: 10° 43' W (1941) Approx. ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A

LOCAL POSITION: 15 miles west of Fes, on highway leading from Fes to Mednes.

OBSTRUCTIONS:

DIMENSIONS: 6,000' east and west, 2,000' north and south.

SURFACE AND DRAINAGE: Firm ground.

RUNWAYS: Under construction.

FACILITIES: (a) Fuel & Oil: Unlimited.

(b) Water:

(c) Phone, W/T, etc.,:

(d) Radio aids:

(e) Hangars and workshops: None except lone farmhouse in approximate center.

(f) Accomodations: Rations available.

(g) Servicing:

DISPERSAL: Possible.

ACCESS: (a) Road: Good highway, Fes - Meknes. (b) Rail:

REMARKS: This is a new U.S. Army field, not in operational use as of January 4, 1943.

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SECRET

WATERLOO
(Freetown, Sierra Leone)

COORDINATES: 08° 20' N. -- 13° 02' W. ALTITUDE:

MAP VARIATION: 17° 30' W. ANNUAL CHANGE:

MAP REFERENCE:-

LOCAL POSITION: Airport is 15 miles SE of Freetown, 2 miles east of Waterloo.

OBSTRUCTIONS:

DIMENSIONS:

SURFACE AND DRAINAGE: Grass surface. Good drainage.

RUNWAYS: WNW/ESE (#3) 4200' x 150', ENE/WSW (#1) 3480', tarmac surface. Condition: unserviceable - undulating. Work may be in progress on SE end of #3. Number 3 runway has a concave center and ground falls away sharply beyond end of runway. (Each runway is 150' wide with 225' grass strip along each side).

FACILITIES: (a) Fuel & Oil:

(b) Water:

(c) Phone, W/T, etc.: Telephone and telegraph in Freetown.

(d) Radio aids: Tower call "Guitar".

Transmits	Receives
6310	6310 on request
4575	4575 on request

(e) Hangars and Workshops:

(f) Accomodations: Nissen huts in field, hotels in town.

(g) Servicing:

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Macadam road to town.

(b) Rail: Two foot gauge railroad to town.

REMARKS: At present Hasting Airport shoudl be used at Freetown, if landing must be made.

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Hq's, 51st T.C. Wg., 2nd Consolidated Airdrome Report, 18/2/43, Cont'd.

WELLINGTON
(Freetown, Sierra Leone)

SECRET

COORDINATES: 08° 27' N., 13° 10' W. ALTITUDE: 150'

MAP VARIATION: 17° 28' W. (1942) ANNUAL CHANGE:

MAP REFERENCE:

LOCAL POSITION: Emergency landing field about 1½ miles SSE of Wellington. A town 5 miles SE of Freetown.

OBSTRUCTIONS: N- a creek bordering on the landing ground. E- railway with telegraph wires 20' high SE- creek strewn with rocks, bordering the landing ground. SW- and W- trees (50') close to field. Porcupine ridge (1600') about 2 miles SW.

DIMENSIONS:

SURFACE AND DRAINAGE: Hard surface, well drained, but slippery after rain.

RUNWAYS: Two: One NNE/SSW 2100' x 600'. One E/W 2190' x 600'. Hard surface, laterite soil on both runways. Servicable all year.

FACILITIES: (a) Fuel & Oil: 87 and 100 octane fuel, grade 100 and 120 oil in barrels. Supplies shipped from Lagos in drums and barrels.

(b) Water: Available.

(c) Phone, W/T, etc.,: Telephone and telegraph in Free- Freetown. W/T station.

(d) Radio Aids: Station call

(e) Hangars and Workshops: None, planes should carry pegging down equipment as strong night winds are frequen

(f) Accomodations: Hotel, military barracks in Freetown.

(g) Servicing:

DISPERSAL:

DEFENSES:

ACCESS: (a) Road: Road to interior, and Freetown.

(b) Rail: Railroad to Liberia.

REMARKS: White circle. Extremities of runway marked by smoke fires. Rough ground marked by red flag.

SECRET

0816

SECRET

YOUKS LES BAINS (Ninety Six)

COORDINATES: 35° 27' N -- 07° 58' E. (Approx.) ALTITUDE: 2,600'

MAP VARIATION: 5° 30' W (1942) ANNUAL CHANGE: 7' Easterly

MAP REFERENCE: GSGS 4072-A.

LOCAL POSITION: Ten miles West of Tebessa. About two miles WNW of the town of Youks.

OBSTRUCTIONS: Ditch on NW side of landing area. 100' hills on north edge. Field lies in a valley. Mountains on N & S are 4,000' high.

DIMENSIONS: 4,000' x 3,500'.

SURFACE AND DRAINAGE: Clay surface, extremely muddy in wet weather. Ruts after rains make it dangerous for light ships to land. Natural drainage.

RUNWAYS: None at present, but one is under construction. Field is being graded in order to make it safer for pursuit ships to land.

FACILITIES: (a) Fuel & Oil: Yes, in five gallon cans.

(b) Water: Yes.

(c) Phone, W/T, etc.,: Phone code name "Daniel".

(d) Radio aids: Control tower - 6440 Kcs. Call sign is "[illegible]", VHF "C" channel 116.1 Mc. Call sign is "B[illegible]ckbet". VHF "D" channel 117.9 Mc. Call sign is "Timepit". "D" channel (homing on request).

(e) Hangars and workshops: None.

(f) Accomodations: None.

(g) Servicing: Available.

DISPERSAL: Yes.

DEFENSES: Several 50 cal. AA guns, a few 75 mm guns, and some Pom Pom guns were reported 2 January, 1943.

ACCESS: (a) Road: Yes. (b) Rail: Station at Youks Les Bains.

REMARKS:

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0817



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SECRET

YUNDUM FIELD
(Bathurst, Gambia)

COORDINATES: 13° 21' 15" N., 16° 40' 25" W.   ALTITUDE:

MAP VARIATION: 17° W. (1942)   ANNUAL CHANGE:

LOCAL POSITION: Approx. 10 miles SW of Bathurst. Ten miles south of St. Mary, and 8 miles south of Jeswang Airport.

OBSTRUCTIONS: Unused light house one mile off Cape Bald. Big red cliff between Jeswang and Cape St. Mary. Three or four lone palm trees on Cape St. Mary. Homing beacon in the same vicinity.

DIMENSIONS: Approx. 8,000' x 3,000'.

SURFACE & DRAINAGE: Entire field covered with metal mats.

RUNWAYS: Airport consists of one runway, NW/SE, cut out of the jungl 6,000' x 240'. Crews need not be alarmed at the extra ordinary noise of wheels when landing on the steel mats.

FACILITIES: (a) Fuel & Oil: Good supply of gas and oil.
(b) Water: Good water available
(c) Phone, W/T, etc.,: D/F, R/T, and W/T available.
(d) Radio Aids: R/T control tower. Call "MOLESKIN #2" on 5662, continuous.

W/T aircraft guard. Station call sign	Frequencies Trans.	Rec.	Service hours		Remarks
Bathurst "VSA"	8875	8885	0700	1900	long range
	4585	4575	1900	0700	long range
	4585	4575	0700	1900	short rang
	3115	3105	1900	0700	short rang

H/F and D/F stations - Bathurst "VSA" trans 4585 - Receives 4575 continuous. Beacons: "B" and 10 second dash rec. on 330 three hours before ETA and on request. Bathurst "D R" rec. on 300, on request from AACS station SP2 on 5662 kcs. both ways.

(e) Hangars & Workshops: Good workshop. Major repairs.
(f) Accomodations: American food. Big club, mess hall and bunks to accomodate about 250 men.
(g) Servicing: Fast servicing.

DISPERSAL: Dispersal strips on both sides of the entire length of the runway.

DEFENSES: Good defenses and plenty of British soldiers.

ACCESS: (a) Road: Main road along field to town.
(b) Rail:

REMARKS: There are two airports at Bathurst. The old one "Jeswang", and the new one, "Yundum". All pilots are to use the new and most southerly one. APPROACH: Aircraft approaching Bathurst are to avoid flying towards shipping in Bathurst Harbor. Aircraft are to cross th coast only at Cape St. Mary where they will identify themseles. Avoi flying east of 13° 35' N., 17° 00' W, and the westerly point of Dakar peninsula. All approaches must be made below 1000 feet and below clouds. Flash signal lights at Cape St. Mary. If none available, approach should be made with wheels down.

SECRET

MARRAKECH TO DAKAR FLIGHT VIA TINDOUF & ATAR

NAVIGATIONAL DATA

1352 STATUTE MILES S E C R E T

APPROXIMATE ELAPSED TIME 08:30

Information supplied by 60th Troop Carrier Group

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General Information

1. This navigational data has been assembled as an aid to pilots, navigators and radio operators.
2. Except for the last 110 statute miles this flight is over land.
3. The navigator has a good opportunity to use pilotage, dead reckoning, radio, and celestial navigation along this route.
4. Weather information, Landing Code, Colors of the Day and any additional briefing information may be picked up at Operations by Captain of the plane.
5. Do not mention names of towns, frequency of radio stations, beacons, or anything over the radio which may aid the enemy in determining our operations.
6. Check your course constantly so that you could give a definite position should you be forced down.
7. Do not abandon your plane as help may not reach you until the following day.
8. Try to mark off a runway for the rescue ship to land on.
9. If no help should arrive after a reasonable period of time destroy all secret information.
10. If you think that you are not likely to be rescued, or if your aircraft is burned, try to get to civilization either to the coastal towns or to the caravan route from along which occasional trucks travel.
11. If captured, give name, rank, and serial number only. You are entitled to medical attention from Red Cross authorities.
12. In Spanish controlled territory, capture by authorities should be avoided if possible. If captured, you should claim to be either an escaped prisoner of war, or a civilian, to avoid internment.
13. Check water jugs to be sure they are full. Have a sufficient amount of "C" rations aboard plane.

MAPS REQUIRED

MERCATORS 1:1,000,000	SECTIONALS 1:1,000,000	REGIONALS 1:1,000,000	REGIONALS 1:2,000,000
1. Gibraltar	1. Casablanca	1. Marrakech	1. Maroc
2. Morrocco	2. Marrakech	2. Tindouf	2. Mauritanie
3. Senegal		3. Ouadane	3. Senegal
		4. Port-Etienne	
		5. St. Louis	
		6. Dakar	

MARRAKECH TO TINDOUF

This part of the trip is divided into three legs to take advantage of a pass through the Atlas Mountains.

1. Marrakech to Agadir n'Bourd

Coordinates: Marrakech Lat. 31-37 N, Long. 08-02 W

Agadir n'Bourd Lat. 31-09 N, Long. 08-06 W

Maps Required S E C R E T

Mercator 1:1,000,000	Sectional 1:500,000	Regional 1:1,000,000	Regional 1:2,000,000
1. Morrocco	1. Marrakech	1. Marrakech	1. Maroc

0820

True course: 188 (008)
Var. 12 W
Mag. Hdg. 200 (020)
Distance 32 Statute Miles
28 Nautical Miles

S E C R E T

Marrakech is a walled city (population 200,000) with many towers. The railway from the north ends at Marrakech and the river running east-west to the north of the city with a tributary passing to the east of the city should assist in identification.

The airport is in position 31-37 N; 08-02 W. Two and tree quarters miles WSW of town. 1509 feet above sea level, and has good runways 4800 feet long with good surface and approaches. 4 or 6 hangars on east side. Best landing from NW-SE along SW boundary of field.

It is recommended that minimum altitude of 8,000 feet be reached before the flight across the mountains at the point, Agadirn 'Bourd. The peaks of either side go up to 14,000 feet, tops will be snow capped most of the year.

Agadir n'Bourd is a very small village located on a road beside the straighter stretch of the n'fis river which, at this point, runs between two hills which have steep slopes to form the pass. The village, the road, and the river are easily distinguished from 8,000 feet.

2. Agadir n'Bourd to Turning Point

Coordinates: Agadir n'Bourd Lat. 31-09 N, Long. 08-06 W
Turning Point Lat. 30-35 N, Long. 08-20 W

Maps Required

Mercator	Sectional	Regional	Regional
1:1.000,000	1:500,000	1:1,000,000	1:2,000.000
1. Morrocco	1. Marrakech	1. Marrakech	1. Maroc

True Course: 200 (020)
Var. 12 W
Mag. Hdg. 212 (032)
Distance: 41 Statute Miles
36 Nautical Miles

The first 11 statute miles of this leg follows the course of the N'Fis River. The course then cuts across a range of the mountains and goes across another valley. The turning point (30-35 N; 08-20 W) is located at the far side of this valley, just pass the very prominent highway, and about half way between the two towns Tassoumaat and Igouder. The intersection of the Lmdad and Sous Srine Rivers to the west is a good check point.

3. Turning Point to Tindouf

Coordinates: Turning Point Lat. 30-35 N, Long. 08-2- W.
Tindouf Lat. 27-40 N, Long. 08-10 W.

Maps Required

Mercator	Sectional	Regional	Regional
1:1,000,000	1:500,000	1:1,000,000	1:2,000,000
1. Morrocco	1. Marrakech	1. Marrakech	1. Maroc
		2. Tindouf	2. Mauritanie

True Course: 176 (356)
Var. 12 W
Mag. Hdg. 188 (008)
Distance: 200 Statute Miles
174 Nautical Miles

S E C R E T

From this turning point on the definite check points are few and far between. There are, however, at the end of the first 35 statute miles two peaks, the highest one is nearly 8,000 feet high, (30-07 N; 08-17 W) the roads shown on the maps are not reliable unless they are shown to be 1st class roads.

0821

A good check point for ground speed is the dry river bed of OUED DRA at about 29 00 N. The elevations just south of it can be used fairly accurately to check the course.

To the north of Tindouf -- 20 to 40 miles -- is the smaller dry river bed of O EL MA which can be used as a position check. The river bed stands out because the ground all around it is flat desert. The river bed itself is a wide gully which has a small amount of shrubs growing in it.

To the east of Tindouf, 20 to 25 miles, is the Sebkra De Tindouf, a large salt lake. This lake is the best check point for Tindouf. Tindouf itself is a very small village of a few small low grey buildings which blend very well with the surrounding rises in the desert.

The landing area north of town is 4,000 feet long, surface hard and sand.

TINDOUF TO ATAR

This part of the trip is divided into three legs in order to avoid the Spanish territory of RIO DE ORO.

1. Tindouf to Turning Point

Coordinates: Tindouf Lat. 27-40 N; Long. 08-10 W
Turning Point Lat. 26-00 N; Long. 08-20 W

Maps Required

Mercators	Regional	Regional
1:1,000,000	1:1,000,000	1:2,000,000
1. Morrocco	1. Tindouf	1. Mauritanie

True Course: 192 (012)
Var. 12 W
Mag. Hdg. 204 (024)

Distance: 118 Statute Miles
103 Nautical Miles

Along this leg map reading becomes practically impossible. No pinpoints. Navigation by Dead Reckoning and Sunlines along. Country is rocky and sandy with endless diagonal sand dunes.

2. Turning Point to Zedness (Prominent Peak)

Coordinates: Turning Point Lat. 26-00 N; Long. 08-20 W
Zedness Lat. 23-37 N; Long. 10-48 W

Maps Required

Mercators	Regional	Regional
1:1,000,000	1:1,000,000	1:2,000,000
1. Morrocco	1. Tindouf	1. Mauritanie
	2. Ouadane	

True Course: 225 (045)
Var. 12 W
Mag. Hdg. 237 (057)

Distance: 214 Statute Miles
186 Nautical Miles

Country rocky and sandy desert with endless sand dunes. Much of the low ground is liable to temporary flood.

Zedness is a mountain of black rock over 500 feet high and can be distinguished for as far as 150 miles on a clear day.

3. Zedness to Atar

Coordinates: Zedness Lat. 23-37 N; Long. 10-48 W
Atar Lat. 20-30 N; Long. 13-05 W

Navigational Data, Marrakech to Dakar - Cont'd.

S E C R E T

Maps Required

Mercators	Regional	Regional
1:1,000,000	1:1,000,000	1:2,000,000
1. Morrocco	1. Oud: ne	1. Mauritanie
2. Senegal	2. Port-Etienne	

True Course. 214 (034)
Var. 14 W
Mag. Hdg. 228 (048)

Distance: 260 Statute Miles, 226 Nautical Miles

The Sebkra De Petchat (22-15 N; 11-05 W) and the Sebkra De Chinchane at (21-05 N; 12-05 W) both of which are East of course resemble salt flats and shine white in the sunlight in contrast with the light brown of the desert sand.

Atar is a small town situated in a small ravine. Because of its position in the valley, it can not be seen from more than ten miles. The first class road to the east of Atar (from Atar to Chinguetti on the map) is not there. The highway which enters Atar from the North and Southwest looks like a secondary dirt road in North Africa.

Atar landing ground will be difficult to see from a distance. It lies at the north end of two ridges running approximately N/S. The landing area is about 4200 feet long and the surface is hard and covered with sand. The name "ATAR" is printed in a circle at the center of the runway. The elevation is 1181 feet above sea level

ATAR TO DAKAR

Coordinates: Atar Lat. 20-30 N, Long. 13-05 W
Dakar Lat. 14-43 N, Long. 17-26 W

Maps Required

Mercators	Regional	Regional
1:1,000,000	1:1,000,000	1:2,000,000
1. Senegal	1. Port-Etienne	1. Mauritanie
	2. St. Louis	2. Senegal
	3. Dakar	

True Course. 216 (036)
Var. 16 W
Mag. Hdg. 232 (052)

Distance: 493 Statute Miles, 429 Nautical Miles

Just south of Atar the Colorado, or rugged type of country with deep canyons end. After this point, map reading becomes impossible. No pin points. Navigation must be made by using Dead Reckoning, Sunlines and Astro Compass.

Throughout the desert the vertical visibility is usually good but the horizontal visibility below 8,000 feet is poor.

At the end of 300 statute miles there is a road, more like a trail, which passes north and south through Mederdra (16055 N; 15-47 W) can be seen. Also at about this point the SENEGAL RIVER can be seen to the south and straight ahead on course. The lakes to the East of course are good pilotage points on which to check both the ground speed and the position of the aircraft.

The course crosses the coast at about the same place as the SENEGAL RIVER empties into the Atlantic Ocean. St. Louis is about 3 miles West of course. This position, where the course crosses the coastline, is 110 statute miles from Dakar.

Dakar is on the Southern tip of the peninsula which extends Westward into the Atlantic Ocean. The airdrome is located about 4 miles Northwest of Dakar; East of the town of OUAKAM.

Dakar's time is one hour less than GCT.

S E C R E T

0825

ALGER - TRIPOLI - MALTA VIA TOUGGOURT, GADAMES, MIZDA

NAVIGATIONAL DATA

1028 STATUTE MILES S E C R E T

APPROXIMATE ELAPSED TIME: 06:30 HOURS

Information supplied by 60th Troop Carrier Group

General Information

1. This navigational data has been assembled as an aid to pilots, navigators and radio operators.
2. Except for the Tripoli to Malta leg of 230 statute miles, this flight is all over land.
3. For C-47 operational flights around the Tunisian Combat Zone to Tripoli, Malta and other points east the route herewith has proved to be somewhat safe with less chance of being observed or intercepted by axis aircraft.
4. The navigator has a good opportunity to use pilotage, dead reckoning, radio, and celestial navigation along this route.
5. There seem to be no radio aids enroute or in Tripoli at present A radio beacon may be put into operation in Tripoli in the near future.
6. Weather information, landing code, colors of the day, and any additional briefing information may be picked up at British Operations in Malta.
7. Do not mention names of towns, frequency of radio stations, beacons, or anything over the radio, which may aid the enemy in determining our operations.
8. Check your course constantly so that you could give a definite position should you be forced down.
9. Do not abandon your plane as help may not reach you until the following day.
10. Try to mark off a runway for the rescue ship to land on.
11. If no help should arrive after a reasonable period of time, destroy all secret information.
12. If you think that you are not likely to be rescued, or if your aircraft is burned, try to get to civilization either to the coastal town or to the caravan route along which occasional trucks travel.
13. If captured give name, randk, and serial number only. You are entitled to medical attention from Red Cross authorities.
14. Check emergency kits, water, first aid equipment, rations, flares, etc., before departing on mission.

MAPS REQUIRED

MERCATORS 1:1,000,000	SECTIONALS 1:250,000	SECTIONALS 1:500,000	REGIONALS 1:1,000,000
1. Algeria	1. Ragusa	1. Alger	1. Alger Laghout
2 North Sahara		2. Biskra	2. Tunis Sfax
3 Greece			3. Fort Flatters
4. Tripoli			4. Tripoli Serna
			5. Palermo

REGIONALS
1:2,000,000
1. Algeria
2. Tunisia

S E C R E T

MAISON BLANCHE TO BISKRA

Coordinates: Maison Blanche Lat. 36-42 N; Long. 03-13 E
Biskra Lat. 34-48 N; Long. 05-43 E

Maps Required

Mercator 1:1,000,000	Sectional 1:500,000	Regional 1:2,000,000
1. Algeria	1. Alger	1. Algeria
	2. Biskra	

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True Course:	133 (313)		194 Statute Miles
Var.	7 W	Distance:	168 Nautical Miles
Mag. Hdg.	140 (320)		

S E C R E T

When flying direct to Biskra in order to clear the mountains just southeast of Maison Blanche, maintain a minimum altitude of 6000' during the first 80 miles of the flight. The peak of Choukchot (1832 meters) is just east of course about 70 miles from Maison Blanche. The city of M'Sila is located in the desert 28 miles south of Choukchot mountain range and on course. The Sebkra of Chott El Hodna is easily distinguished from surrounding desert when on course for it covers an area of approximately 50 miles E and W. Thirty miles from Biskra it is necessary to cross two mountains approximately 3000' and 2500' respectively.

The Biskra Airport is located 4 miles south of the city of Biskra. The runways are approximately 150 x 6000 feet. Smooth dirt, very flat. Whole field usable, all weather. Land any direction, but North and South is perfect.

Facilities: (a) Fuel and oil:
(b) Water:
(c) Phone W/T etc: Phone code name "New Market".
(d) Radio Aids: Freq. 116.1 M.C. call "Wiseman".
(e) Hangars & Workshops: Two medium sized hangars on the west side of field.
(f) Accomodations: Very limited for transients, mostly in town. Very cold at night. Hot in daytime.
(g) Servicing:

Dispersals: Around perimeter of field in open only.

BISKRA - TOUGGOURT

Coordinates: Biskra Lat. 34-48 N; Long. 05-43 E
Touggourt Lat. 33-06 N; Long. 06-05 E

Maps Required

Mercator	Sectional	Regional	Regional
1:1,000,000	1:500,000	1:1,000,000	1:2,000,000
1. Algerie	1. Biskra	1. Alger Laghout	1. Algerie
		2. Tunis Sfax	2. Tunisie

True Course:	171 (351)		120 Statute Miles
Var.	6 W	Distance:	104 Nautical Miles
Mag. Hdg.	177 (357)		

When flying direct course, the country is all flat desert and uninhabited. The railroad from Biskra to Touggourt ends at Touggourt. Touggourt is quite easily distinguished because of the grayish white buildings. There are many trees throughout the town of Touggourt which make quite a contrast with the desert and consequently are easily distinguished for 40 or 50 miles on a clear day.

TOUGGOURT - RHADAMES (GADAMES)

Coordinates: Touggourt Lat. 33-06 N; Long. 06-05 E
Gadames Lat. 30-09 N; Long. 09-29 E

Maps Required

Mercators	Regional	Regional
1:1,000,000	1:1,000,000	1:2,000,000
1. Algeria	1. Tunis Sfax	1. Tunisie
2. North Sahara	2. Fort Flatters	

True Course:	135 (315)		285 Statute Miles
Var.	6 W	Distance:	248 Nautical Miles
Mag. Hdg.	141 (321)		

S E C R E T

There are no check points along this leg of the flight. The country from Touggourt to Gadames is all desert, uninhabited with hundreds of continuous, high and irregular sand dunes. At approximately 40 to 50 miles and sometimes longer intervals water points are visible. A forced landing however would be difficult due to the sand dunes.

Gadames is located at the southern point of the Tunisian boundary line and on the eastern edge of the sharply defined Grand Oriental Erg. Because of the trees in and surrounding Gadames it is the only green spot in the immediate vicinity. A large salt lagoon or sebkra covering approximately 20 square miles is visible under CAVU conditions at 15 to 20 miles Northeast of Gadames. The airfield near the city appeared to be serviceable.

RHADAMES (GADAMES) - MIZDA

Coordinates: Gadames Lat. 30-09 N; Long. 09-29 E
Mizda Lat. 31-27 N; Long. 12-58 E

Maps Required

Mercators	Regional	Regional
1:1,000,000	1:1,000,000	1:2,000,000
1. Sahara North	1. Fort Flatters	1. Tunisie
2. Tripoli	2. Tripoli Sorna	

True Course: 66 (246)
Var. 4 W
Mag. Hgd. 70 (250)

Distance: 223 Statute Miles
194 Nautical Miles

This leg of the flight is very similar to the one from Touggourt to Gadames for the check points are few and far between. The country is all desert, with intermittent motor tracks, springs, walls, depressions, tent villages, salt lagoons, wadis etc. The most prominent land mark is the large sebkra located approximately 15 - 20 miles Northeast of Gadames. When approximately 40 - 50 miles from Mizda, motor tracks can be seen running parrallel to the line of flight leading toward Mizda. Mizda is located in a depression on basin which is surrounded by plateau-like country. Because of the trees in and around Mizda it seems to be the only green spot in the immediate vicinity.

MIZDA - CASTEL BENITO AIRPORT, TRIPOLI

Coordinates: Mizda Lat. 31-27 N; Long. 12-58 E.
Castel Benito Airport Lat. 32-40 N; Long. 13-13 E.

Maps Required

Mercators	Regional	Regional
1:1,000,000	1:1,000,000	1:2,000,000
1. Tripoli	1. Tripoli Sorna	1. Tunisie

True Course: 10 (190)
Var. 4 W
Mag. Hdg. 14 (194)

Distance: 88 Statute Miles
76 Nautical Miles

Along this short leg it is necessary to maintain a minimum altitude of at least 4,000 feet because of the mountain located half way along the course. The town of Garian located in the mountains approximately 45 miles north of Mizda and west of course is easily distinguished. When flying past Garian it is then possible on a clear day to see two main roads converge towards the north into Tripoli. Head the plane towards the road on the right or to the east and the large green rectangular airport of Castel Benito will soon be seen. The Castel Benito Airport is about 15 miles south of Tripoli.

S E C R E T

CASTEL BENITO AIRPORT (TRIPOLI) - MALTA (LUQ)

Coordinates: Castel Benito Airport Lat. 32-40 N; Long. 13-13 E
Lucca Airport, Malta Lat. 35-51 N; Long. 14-30 E

S E C R E T

Maps Required

Mercator	Sectional
1:1,000,000	1:250,000
1. Greece	1. Ragusa (showing Lucca Malta)

True Course to Coastline: 54 (54)
Var. 4 W
Mag. Hdg. 58 (58)

Distance: 20 Statute Miles
18 Nautical Miles

True Course (Coastline to Lucca Airport): 14 (14)
Var. 4 W
Mag. Hdg. 18 (18)

Distance: 218 Statute Miles
189 Nautical Miles

If Lucca Airport is reached before twilight or during darkness, it may easily be found because of the four or five searchlights pyramided over the airport. A red light is also turned on at the airport.

With a C-47, this leg is usually flown at nightime or in the early morning so as to arrive during twighlight and before sunrise. Before setting direct course to Lucca Airport, Malta, it is best to fly to the coast approximately fifteen - twenty miles east of Tripoli in order to avoid hitting barrage balloons. The navigator must be prepared to give radio operator Dead Reckoning position at any time either as coordinates or as true bearing and distance from Malta.

One hundred miles from Malta it is necessary to have the radio operator send ETA. Approximately 75 miles out from Tripolitania it is possible to "home" on Malta by obtaining a QDM. (Mag. Hdg. to Lucca Airport). A large rock called "Filfla" is located three miles from the shoreline of Malta and should lie just west of course. There is an airport called "Arendi Strip" for pursuit planes a mile inland and southwest of Lucca. Lucca is about four miles southwest of Valetta. The highest elevation of 820 feet is located on southwest side of Malta. The elevation of Lucca is 300 feet.

There are four runways running approximately North and South, East and West, Northwest to Southeast, Southwest to Northeast. The only runway available for C-47's to land on is the runway running Northwest to Southeast which is 5100 feet long.

Facilities: (a) Fuel and Oil: Available if urgent.
(b) Water.
(c) Radio Aids: W/T, QDM's etc.
(d) Hangars & Workshops: Two hangars ?
(e) Accomodations: Excellent mess, Quarters (3 to a room
(f) Good Dispersal points.

Excellent briefing information can be obtained from RAF S-2 Watch Office, "Met" Office re weather information, Landing Code, Colors of the day, radio facilities and any additional briefing information.

When returning to Castel Benito the flight is also made in darkness or under cloud cover. The ETA is to be sent approximately 100 miles from the coast and should be accompanied by the intended position aircraft is to cross coastline.

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AIR ROUTE, ALGER - TRIPOLI

S E C R E T

Information supplied by Major F. H. Sherwood - 10th TC Squadron

This information was gathered while in flight over this route, and estimates as to airfields, towns, heights of sand dunes are reasonably correct.

Tripoli: This airport is located about twenty miles from the city of Tripoli, and has been very recently occupied by our forces, and put into service. A permanent organization for the operation of the field is just now being formed. W/Commander Judwin, an English officer, is acting temporarily as Operations officer. It is possible for him to get weather reports, and send P.X's. He will cooperate in every way possible. At present it is believed there is only one USAAF officer in Tripoli. He is Colonel F.A. Pillet, A-3, Desert Air Task Force, Ninth U.S. Air Force. To contact him, phone Advanced Air Headquarters and ask for American Operations. W/Commander Judwin in the control tower building or the British Air Transport will cooperate in locating the USAAF.

There are no radio aids in Tripoli. A radio beacon is proposed, but not operating. Certain radio aids data will be available through Colonel Pillet in the near future. There are no Colors of the Day at Tripoli, and radio contacts from there to Algers are not positive. It is believed there are no radio aids enroute to Tripoli.

Accomodations at Tripoli: Accomodations can probably be made with the British for Mess and Quarters, however if transportation can be obtained you can usually get better accomodations for yourself in town. The Grand Hotel has been requisitioned by the British, but accomodations can be obtained there for forty lire, meals are twenty lire each. The value of the Lire is approximately nine tenths of a cent. Only the Lira, and the British Military Authority money is acceptable in Tripoli. British money is exchangeable at the field.

The harbor is subject to bombardment almost every night and early dawn by the enemy, and due to the number of Bofours guns surrounding the Hotel a good nights rest is not assured. There is little to buy in Tripoli, and a 1900 hour curfew is enforced. The people are very friendly. Though smaller than Algers, certain parts of the city are very beautiful. Food is scarce and should be carried by personnel. The water at the airport was reported to be pure and available. Transportation is difficult to get and should not be counted upon.

Gadames: It is reported that the French garrison in this town will accomodate officers at one of the Hotels, and the enlisted men at the French barracks. It is also reported that there is no food at Gadames. It was reported that the airfield is short and rough, but when flown over at a low altitude it did not appear to be so.

Remarks: The country from Touggourt to Gadames is uninhabited, and a forced landing here could have serious results. The Sand Dunes are continous, high, and irregular. A searching party could pass within a very short distance of a stranded plane and never see it. It is thought that in case of forced landing, it should be made with wheels up and parallel to the ridges of the sand dunes. Due to the character of the country it is very doubtful if a successful forced landing could be made.

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Air Route - Alger - Tripoli.

S E C R E T

The following suggestions are made:

1. In the nature of preparations for flights over this route an emergency kit should be prepared, and issued to each ship before departing. This kit would be turned in on return from the flight. It should contain flares, smoke grenades of long burning quality, additional First-Aid equipment, and additional rations. A set radio procedure to aid searching parties should also be included. Flares could be shot off or lighted, radio and direction finding equipment used, and visible signal panels set up all on prearranged and set hours. This would facilitate the work of a searching party materially. For radio contact the Dingy Radio would be quite useful if the Liason set was unservicable.

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S E C R E T

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Information supplied by 60th TC Group.

RADIO AIDS

RELIZANE - MALTA

S E C R E T

RELIZANE AIR BASE	FREQUENCY	CALL SIGN
CONTROL TOWER	6440 KCS	WHYNOT
VHF TOWER	116.1 MCS	WHITEWINE
GROUND STATION	4780 KCS	Ø3L

MAISON BLANCHE	FREQUENCY	CALL SIGN
CONTROL TOWER	6440 KCS	EXHALT
VHF TOWER	116.1 MCS	OXTER
VHF HOMING	116.1 MCS	LUCKYTWO
VHF TOWER	117.1 MCS	BLUECAP (AVAIL.ON REQ.)
GROUND STATION	8885 KCS	15J (DAY)
	3105 KCS	15J (NIGHT)
H F D/F STATION	4575 KCS	15J
LAT. 36° 41' 40" N.		
LONG. 3° 12' 50" E.		

BISKRA	FREQUENCY	CALL SIGN
CONTROL TOWER	6440 KCS	WORTHY
VHF TOWER	116.1 MCS	WISEMAN
GROUND STATION	3310 KCS	8ØM
M F D/F	4575 KCS	FXB (FRENCH STATION)
LAT. 36° 17' 57" N.		
LONG. 06° 41' 19" E.		

CANROBERT (BETWEEN CONSTANTINE & TEBESSA)	FREQUENCY	CALL SIGN
H F D/F	4575	17Q
LAT. 36° 40' 12" N.		
LONG. 03° 14' 24" E.		

TRIPOLI (CASTLE BENITO AIR BASE)

Frequency and calls on band between 200 and 400 kcs. Radio compass covers band. QDM available. British at Algiers have frequencies.

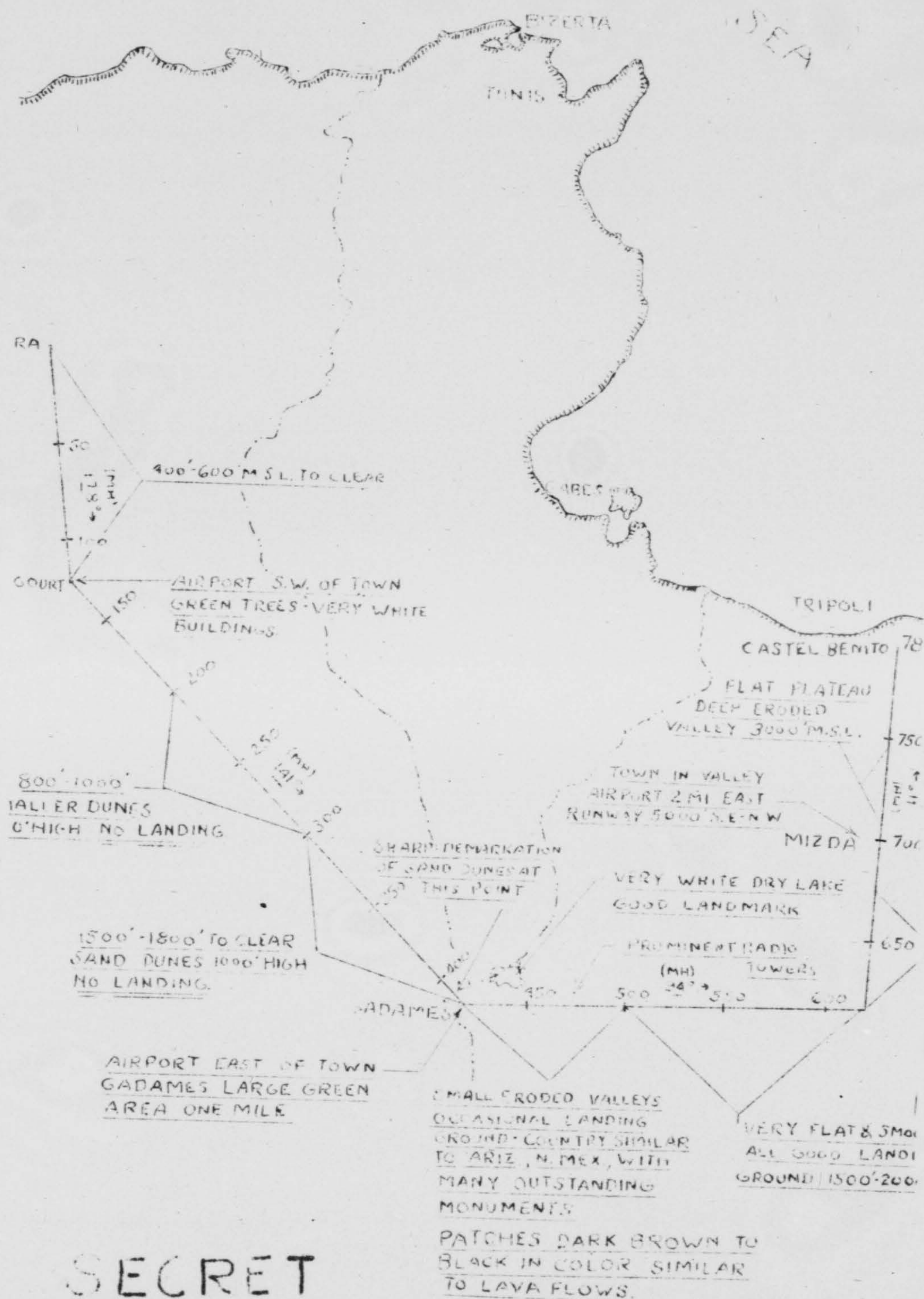
MALTA	FREQUENCY	CALL SIGN
CONTROL TOWER	6440 KCS	JETSAM
GROUND STATION	4575 KCS	KT1 (CONTIN)
	8885 KCS	KT1 (DAY)
	3105 KCS	KT1 (NIGHT)
H F D/F STATION	4575 KCS	KT1 (0700-1800)
(BUR NARROD)	3105 KCS	KT1 (1800-0700)
LAT. 35° 51' 13" N.		
LONG. 14° 25' 44" E.		
M/F D/F STATION (DINGLI)	333	P3W
LAT. 35° 51' 32" N.		
LONG. 14° 23' 42" E.		

DISTRESS MESSAGE

An aircraft in distress will first report on the control frequency giving its D/R position to the W/T station. After receiving an acknowledgment, the aircraft will then broadcast an S O S on 500 KCs (International Distress Frequency), using the call sign GEZAA. Distress calls should always be followed by a 15 second DASH to enable the D/F Station to take bearings. A second D/F Station guarding these channels using the Call Sign P3W and operating on 333 KCs is located at 35° 51' 52" N, 14° 23' 42" E.

S E C R E T

SECRET



AIR ROUTE BISKRA ~ TRIPOLI

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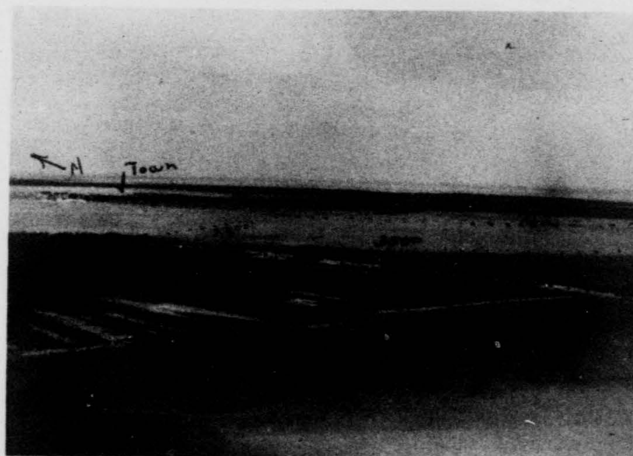
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GADÁMES



TOUGGOURT 500'
1/8/43



TOUGGOURT
2/8/43

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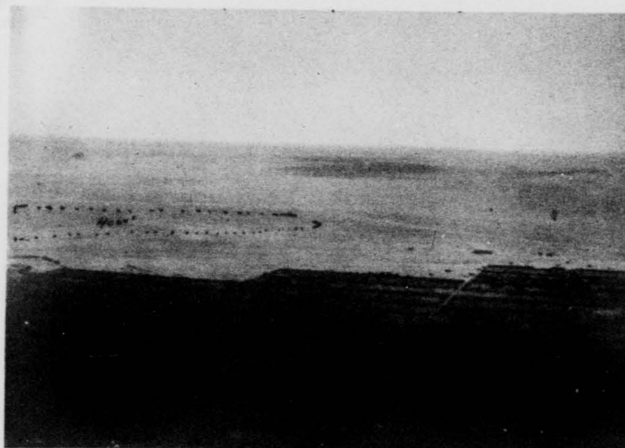
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GADÁMES



GADÁMES
APPROACHING FROM EAST



GADÁMES
APPROACHING FROM WEST

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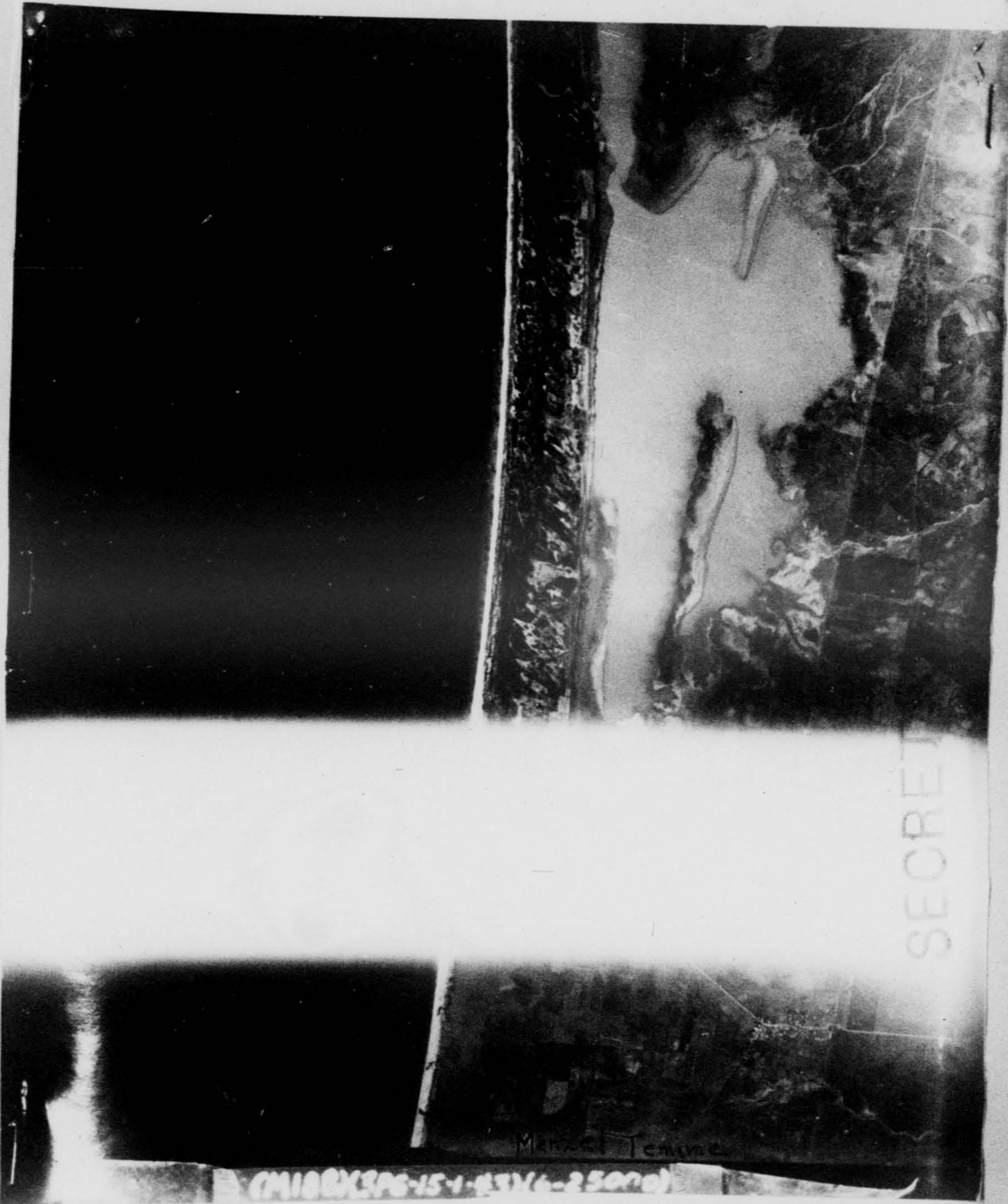


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SECRET
Menzel Temime

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Mendez El Bab

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Mendez EL Bab

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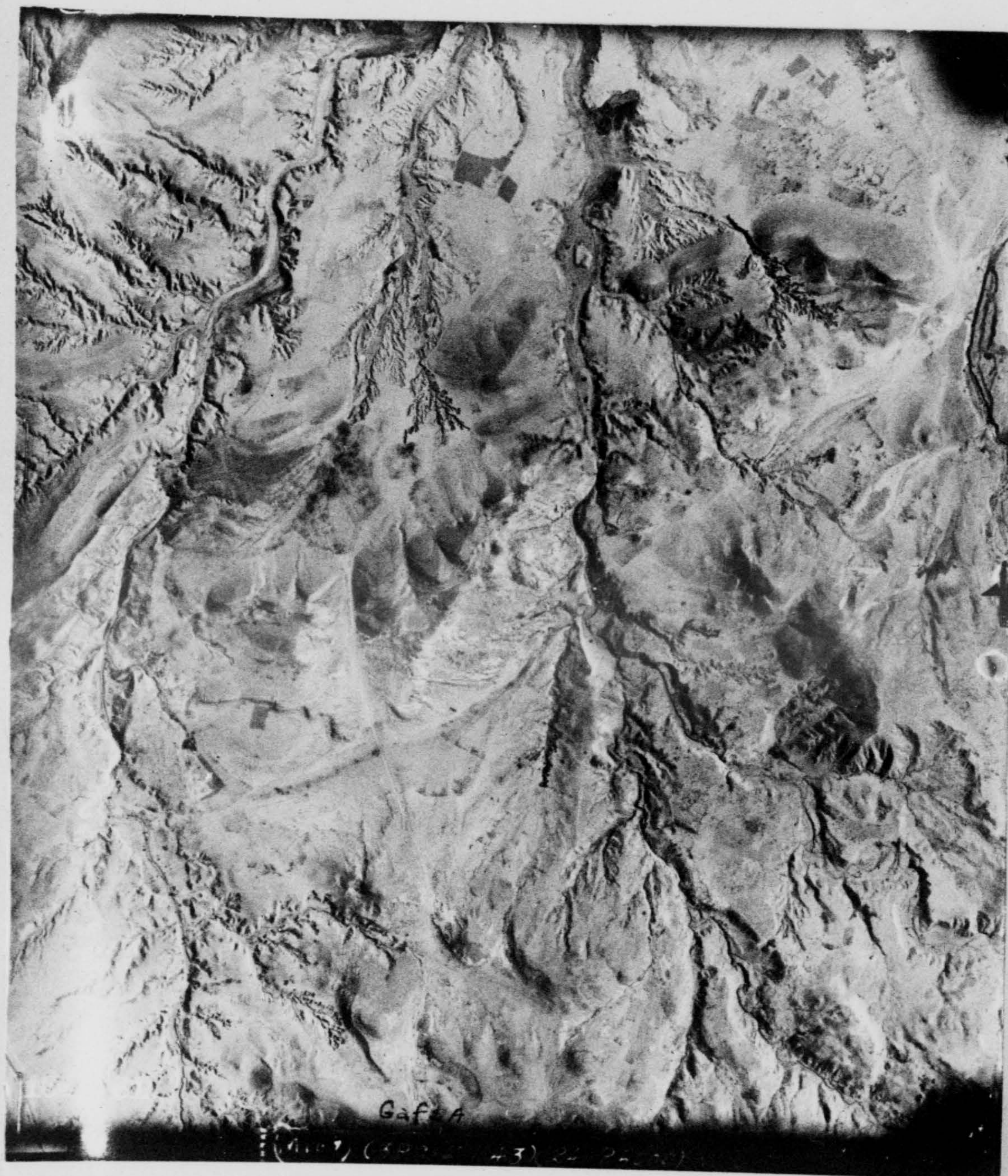
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ARIANA

63102

MAP REFERENCE: K-0767 ALTITUDE OF FIELD:

LOCAL POSITION: Three (3) miles North of Ariana.

OBSTRUCTIONS:

DIMENSIONS: The landing area is rectangular, and measures approximately 1300 yds. NW-SE x 500 yds. NE-SW.

SURFACE AND DRAINAGE:

RUNWAYS: None

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Servicing;

(d) Hangars and workshops;

(e) Accomodations;

(f) Radio;

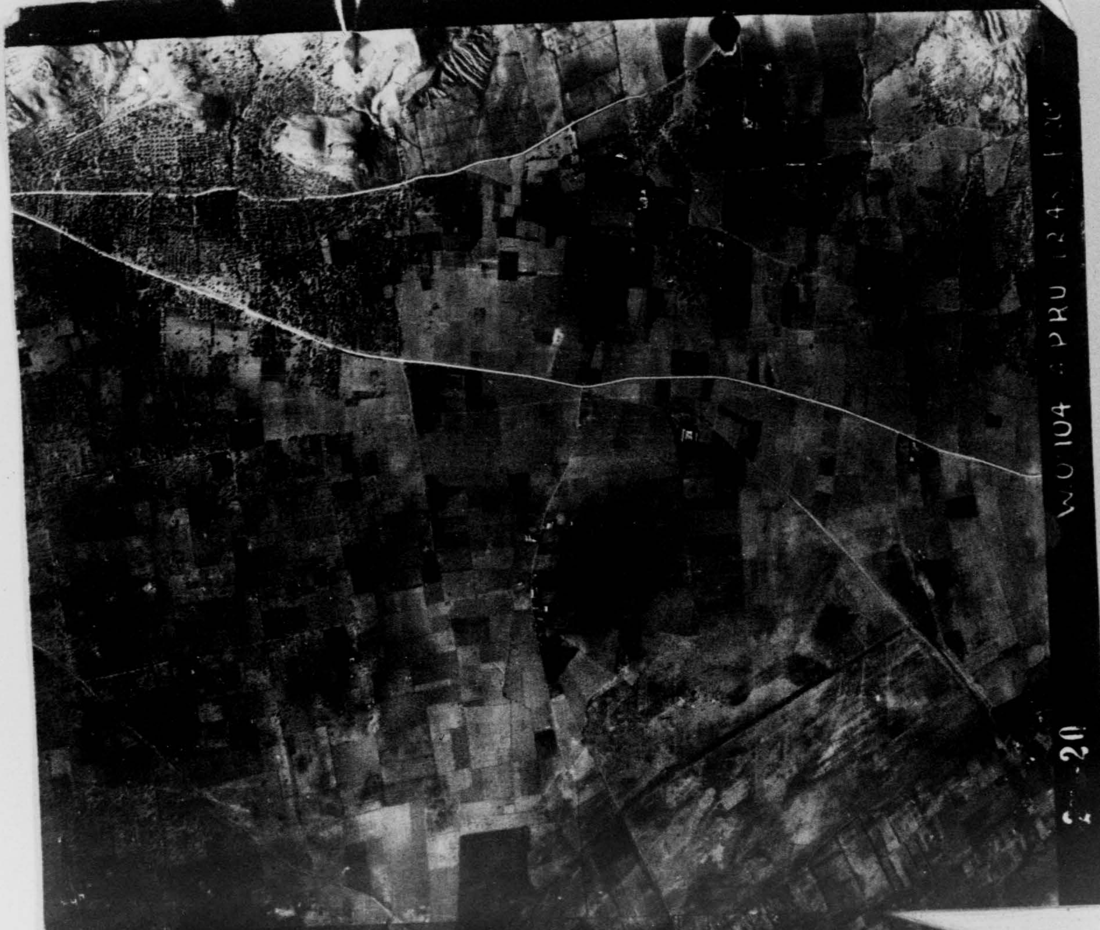
(g) Dispersals;

ACCESS: (a) Road; Main highway to Ariana and Tunis 1 mile West of field.

(b) Railroad; Tunis 6 or 7 miles to South.

(c) Sea; Tunis.

REMARKS:



0853

BIR GUENICHE

MAP REFERENCE: J-8493 ALTITUDE OF FIELD:

LOCAL POSITION: 9½ miles Southeast of Bizerte.

OBSTRUCTIONS:

DIMENSIONS: Official French sources give the shape as rectangular, the dimensions as 1350 yds. N-S x 970 yds. E-W.

SURFACE AND DRAINAGE: Very good. Ground is firm and dry.

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;
(b) Water;
(c) Servicing;
(d) Hangars and workshops;
(e) Accomodations;
(f) Radio;
(g) Dispersals;

ACCESS: (a) Road; Main highway into Ferryville and into Bizerte.
(b) Railway; Ferryville and Bizerte.
(c) Sea; Bizerte.

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BIZERTE/KAROUBA

MAP REFERENCE: ALTITUDE OF FIELD: 0 feet

LOCAL POSITION: 3 miles Southwest of Bizerte.

OBSTRUCTIONS:

DIMENSIONS: Seaplanes may alight in the part of the Goulet du Lac to the South of the Seaplane Base.

INSTALLATIONS: (a) Two large triple hangars of cement construction, with tarmac between.

(b) One large double hangar and two large single hangars, all of cement construction.

(c) Two smaller double hangers of metal construction, and a large hangar reported to be used for aircraft fabric and parachute packing.

(d) Complete accommodation for personnel, hospital, workshops, garage, munition store, W/T, etc.

(e) Two slipways and 5 cranes.

REMARKS: Due to the nearby location of the aerodrome at Sidi Ahmed, it is possible that the Seaplane Base facilities may be used to supplement the facilities at the aerodrome.

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BIZERTE/SIDI AHMED

MAP REFERENCE: D-6902 ALTITUDE OF FIELD: 0 feet

LOCAL POSITION: 5 miles SW of Bizerte.

OBSTRUCTIONS:

DIMENSIONS: The landing area is triangular in shape, and measures 1050 yards N-S x 1700 yards E-W.

SURFACE AND DRAINAGE: Ground is wet and extensively drained.

RUNWAYS: Two; ESE-WNW 1300 yards and rather narrow; E by N-W by S 1150 yards.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops; Two very large hangars, supposed to have been constructed for airships; one large triple-span hangar (damaged by bombing) and five smaller hangars.

(d) Servicing;

(e) Accomodations; Extensive barracks at NW (damaged).

(f) Radio;

(g) Didpersals; Planes can be parked all around two sides of the aerodrome.

ACCESS: (a) Road; Main highway to Bizerte passes side of the field.
(b) Railway; Trunk line to Bizerte.
(c) Sea; Bizerte and the Seaplane Base at Karouba, 1 mile away.

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BOU FICHA

MAP REFERENCE: K-4207 ALTITUDE OF FIELD:

LOCAL POSITION: 3 miles NE of Bou Ficha.

OBSTRUCTIONS: Hangars at Northeast end.

DIMENSIONS: 900 yards (NE-SW) x 370 yards (NW-SE).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil.

(b) Water.

(c) Hangars and workshops; 4 hangars, of which one is apparently incomplete; two tarmacs; and two smaller buildings at the Northeast end of the field.

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road: Coastal highway on east side of field.

(b) Railway: Station at Bou Ficha

(c) Sea:

REMARKS: On January 1, 1943, the landing ground appeared to have been plowed.

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CRETEVILLE

MAP REFERENCE: K-2239 ALTITUDE OF FIELD:

LOCAL POSITION: One and ½ miles South of Creteville.

OBSTRUCTIONS:

DIMENSIONS: Official French figures: 1300 yards (N-S) x 1300 yards (E-W).

SURFACE AND DRAINAGE:

RUNWAYS:

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangers and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio:

(g) Dispersals;

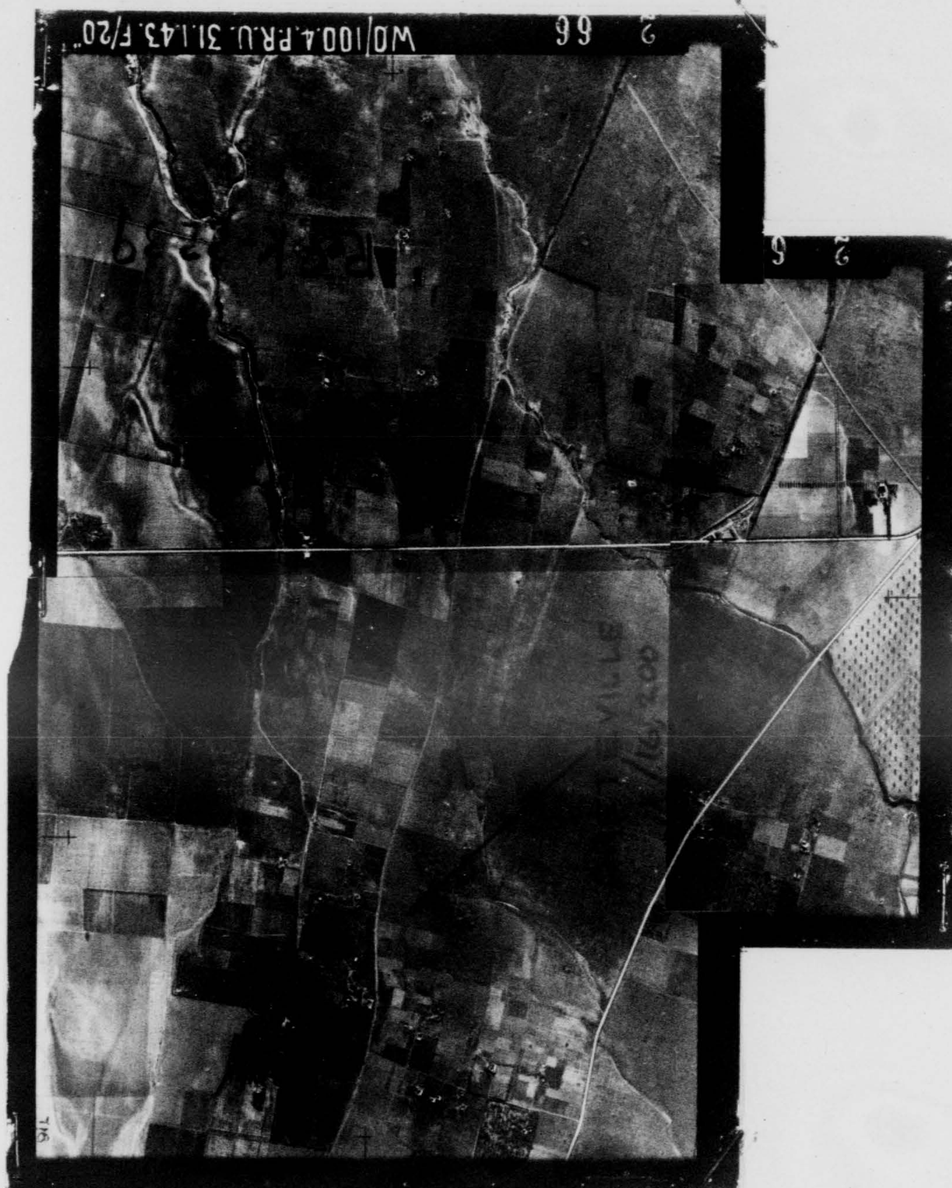
ACCESS: (a) Road: Main highway into Creteville and Tunis.

(b) Railway: Creteville.

(c) Sea;

REMARKS:

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DEPIENNE

MAP REFERENCE: J-9614 ALTITUDE OF FIELD

LOCAL POSITION: 2¼ miles SSW of Depienne.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is roughly rectangular, and measures approximately 1300 yards (NW-SE) x 700 yards (SW-NE).

SURFACE AND DRAINAGE:

RUNWAYS:

FACILITIES: (a) fuel and oil

(b) Water;

(c) Hangars and workshops;

(d) Servicing: There are three servicing strips in the corners of the ground.

(e) Accomodations;

(f) Radio:

(g) Dispersals;

ACCESS: (a) Road: Main highway into Zaghouan just North of the field.

(b) Railway: Station of Depienne.

(c) Sea;

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DJEBEL TEBAGA (N)

MAP REFERENCE: Z 0555 ALTITUDE OF FIELD:

LOCAL POSITION: 12 Miles Northwest of Oudref

OBSTRUCTIONS:

DIMENSIONS: The landing ground is roughly "T" shaped and measures approximately 1000 yards (NW-SE) x 1100 yards (NE-SW).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Servicing:

(d) Hangars and workshops: None.

(e) Accomodations;

(f) Radio;

(g) Dispersals: There are 39 revetments visible in the latest photographs, most of them located on the Eastern and Northern side of the landing ground.

ACCESS: (a) Road: Secondary road going SE to Oudref runs near the field.

(b) Railway; St. d Aoumet.

(c) Sea;

REMARKS:

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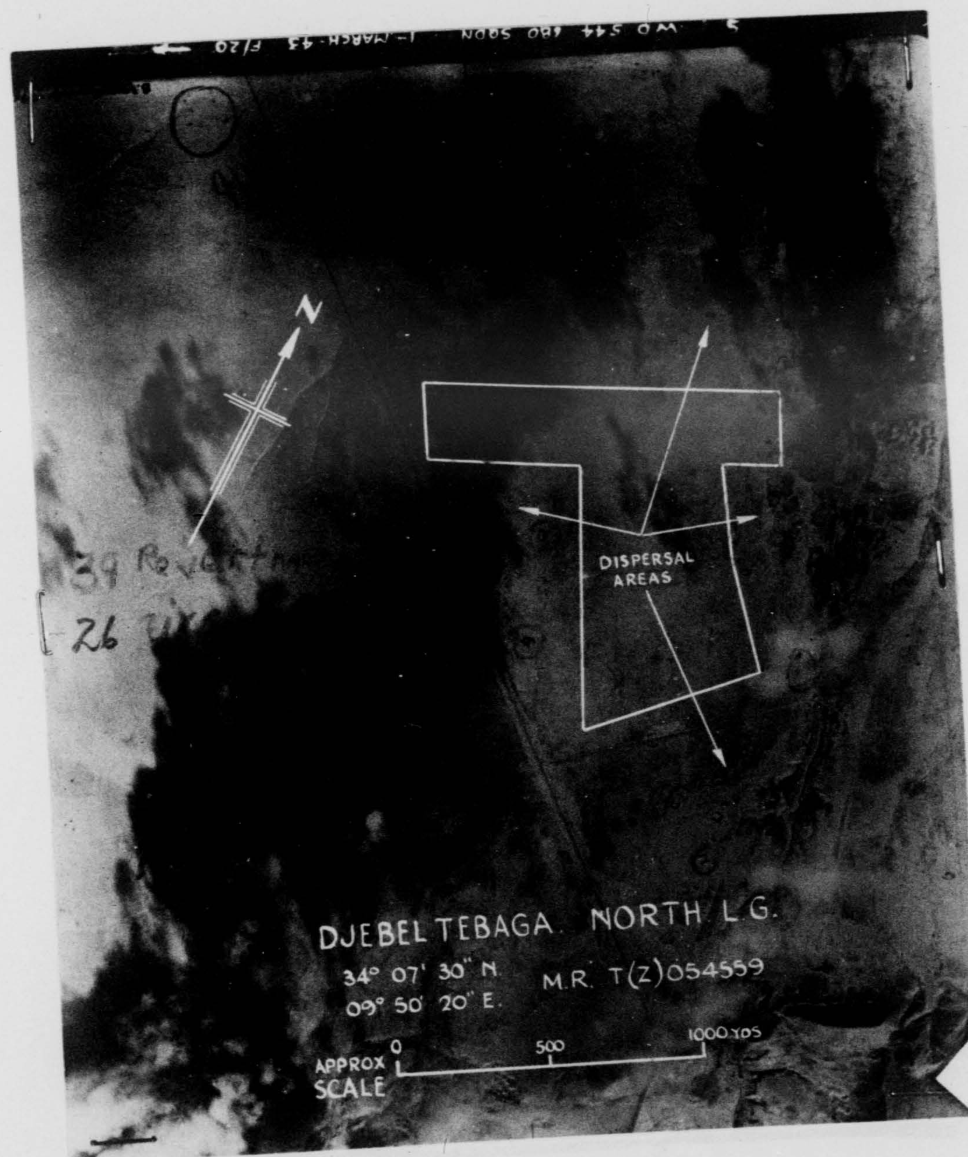
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N
DISPERSAL AREAS
39 Revetments
26
DJEBEL TEBAGA NORTH L.G.
34° 07' 30" N.
09° 50' 20" E.
M.R. T(Z)054559
APPROX SCALE
0
500
1000 YDS

DJ. TEBAGA (SOUTH)

MAP REFERENCE: Z-1149 ALTITUDE OF FIELD:

LOCAL POSITION: 7½ miles WNW of Oudref

OBSTRUCTIONS:

DIMENSIONS: Approximately 1700 yards (WNW-ESE) x 1400 yards (NNE-SSW).

SURFACE AND DRAINAGE:

RUNWAYS:

FACILITIES: (a) Fuel and oil;
(b) Water;
(c) Hangars and workshops;
(d) Servicing;
(e) Accomodations;
(f) Radio;
(g) Dispersals;

ACCESS: (a) Road; Small road going into Oudref three miles South of the field.
(b) Railway; Station de Aoumet 6 miles ESE of the field.
(c) Sea;

REMARKS: The landing area is under cultivation.

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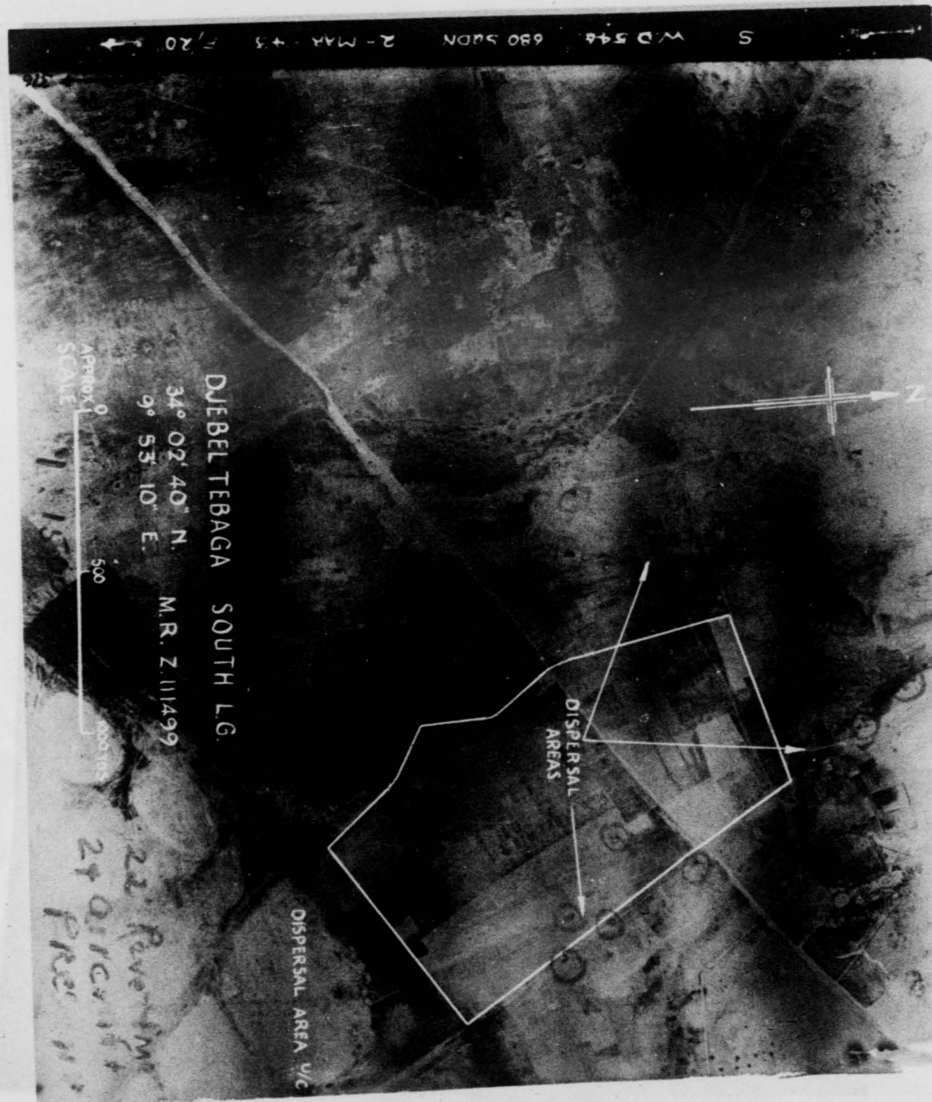


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DJEDEIDA (NORTHWEST)

MAP REFERENCE: J-8361 ALTITUDE OF FIELD:

LOCAL POSITION: Approximately 1 mile WNW of the village of Djedeida.

OBSTRUCTIONS: Low hill to the South of the field.

DIMENSIONS: 1000 yards (NW-SE) x 2300 yards (NE-SW).

SURFACE AND DRAINAGE:

RUNWAYS: One runway is under construction.

FACILITIES: (a) Fuel and Oil:

(b) Water;

(c) Hangers and workshops; Possible use of the buildings near the Southeast corner of the field is likely.

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals; 23 single aircraft shelters have been constructed around the foot of the hill South of the landing ground, 7 in the Southeast corner of the landing ground and 15 along the road at the Southern side of the dispersal area.

ACCESS: (a) Road; Main highway into Djedeida.

(b) Railway; Main line into Djedeida.

(c) Sea;

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DJEDEIDA (SOUTHEAST)

MAP REFERENCE: J-8757 ALTITUDE OF FIELD:

LOCAL POSITION: 1 mile SE of village of Djedeida.

OBSTRUCTIONS: None.

DIMENSIONS: The landing area is roughly pentagonal in shape and measures 1650 yards (N-S) x 1600 yards (E-W).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

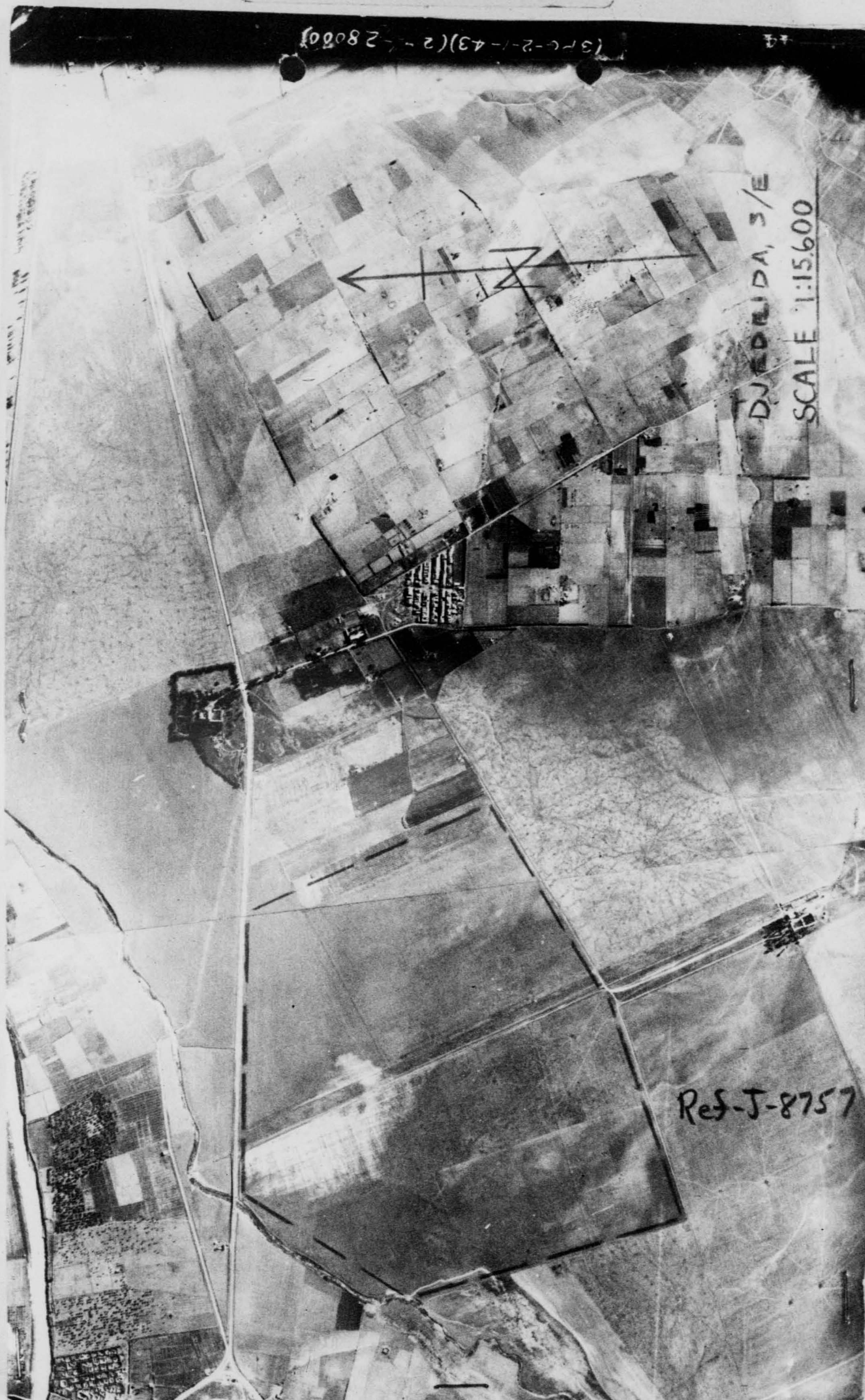
ACCESS: (a) Road: Main highway into Djedeida.

(b) Railway: Main line into Djedeida.

(c) Sea;

REMARKS:

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EL AOUARAB

MAP REFERENCE: O-9018 ALTITUDE OF FIELD:

LOCAL POSITION: 16 miles WSW of Kairouan.

OBSTRUCTIONS:

DIMENSIONS: 1500 yards (NE-SW) x 1200 yards (NW-SE).

RUNWAYS:

FACILITIES: (a) Fuel and Oil;
(b) Water;
(c) Hangars and Workshops;
(d) Servicing;
(e) Accomodations;
(f) Radio;
(g) Dispersals;

ACCESS: (a) Road;
(b) Railway;
(c) Sea;

REMARKS: The landing ground is under cultivation. No installations of any kind are visible on small scale photographs.

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EL AOUINA

MAP REFERENCE: K-1361 ALTITUDE OF FIELD:

LOCAL POSITION: 5 miles Northeast of Tunis.

OBSTRUCTIONS: Buildings at Southeast corner.

DIMENSIONS: The landing area is roughly square and measures 1000 yards (NW-SE) x 1200 yards (NE-SW).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil:

(b) Water;

(c) Hangars and workshops; Many hangars and workshops are located in the Southeast corner of the field, but all have been heavily damaged by bombing.

(d) Servicing;

(e) Accomodations; Heavily damaged barracks buildings . . the Southeast corner, and a group of undamaged civ: buildings at the Southwest corner.

(f) Ra n;

(g) Dispersals; About 50 aircraft shelters are arranged all around the field.

ACCESS: (a) Road; Main highway to Tunis borders the field.

(b) Railway; Main line to Tunis parallels the highway.

(c) Sea; Tunis.

REMARKS: The fields to the North and West are quite suitable for dispersion of aircraft. The ground is firm and offers easy access to the main aerodrome.

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EL HAMMA/CHENNCHOU

MAP REFERENCE: Z-1332 ALTITUDE OF FIELD:

LOCAL POSITION: 5 miles East of El Hamma immediately South of the road leading East to Gabes.

OBSTRUCTIONS: None.

DIMENSIONS: 950 yards (E-W) x 1100 yards (N-S).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water:

(c) Hangars and workshops; None.

(d) Servicing;

(e) Accomodations;

(f) Radio:

(g) Dispersals; Ther are approximately 12 aircraft shelters among the bushes on the Western side of the landing ground.

ACCESS: (a) Road; Main highway to Gabes borders the field.

(b) Railway;

(C) Sea;

REMARKS: There is a small ammunition store and a building at the NE corner of the landing ground.

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EL DJEM

MAP REFERENCE: U-6897 ALTITUDE OF FIELD:

LOCAL POSITION: 2½ miles NW of the town of El Djem, between Route No. 1 to Sousse and Route No. 87 to Kairouan.

OBSTRUCTIONS:

DIMENSIONS: 1300 yards (NW-SE) x 1200 yards (NE-SW).

SURFACE AND DRAINAGE:

RUNWAYS: A runway running from corner (E-W) is under construction as of March 13, 1943

FACILITIES: (a) Fuel and oil:

(b) Water:

(c) Hangars and workshops:

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals:

ACCESS: (a) Road; Main highway to El Djem 1½ miles NW of the field.

(b) Railway: El Djem.

(c) Sea;

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FERRYVILLE

MAP REFERENCE: ALTITUDE OF FIELD:

LOCAL POSITION:

OBSTRUCTIONS:

DIMENSIONS:

SURFACE AND DRAINAGE:

RUNWAYS:

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road;

(b) Railway;

(c) Sea;

REMARKS:

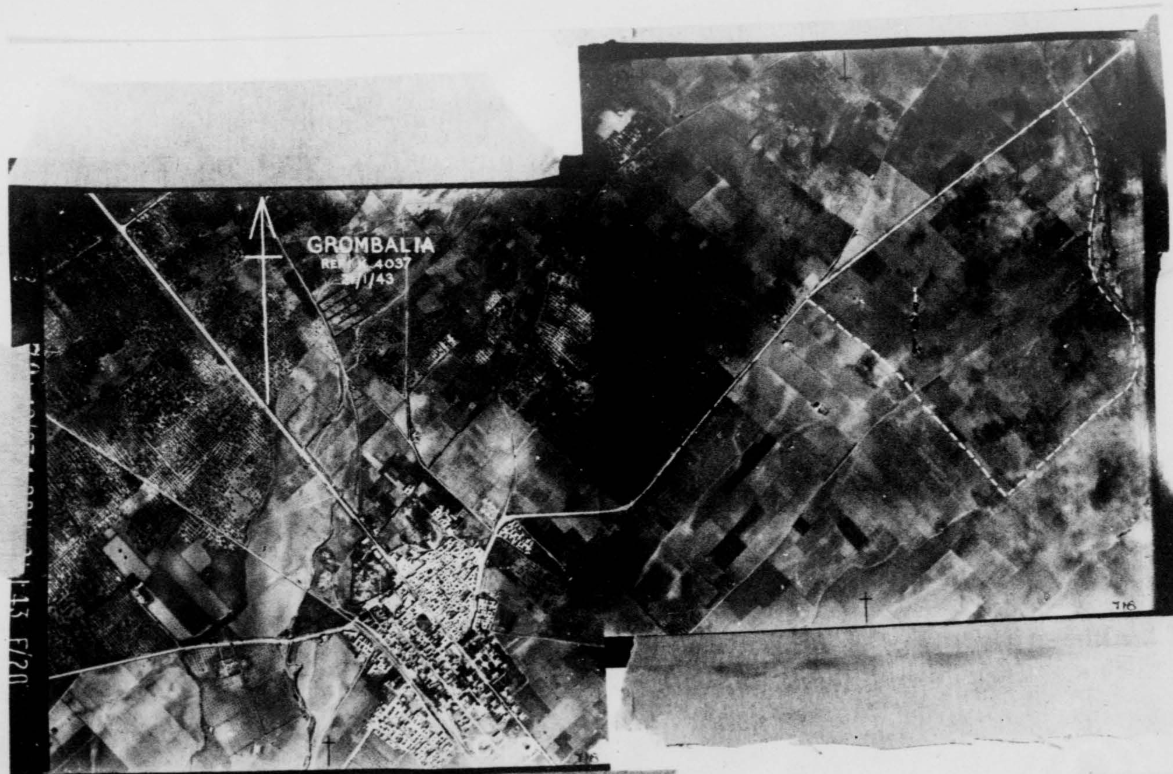
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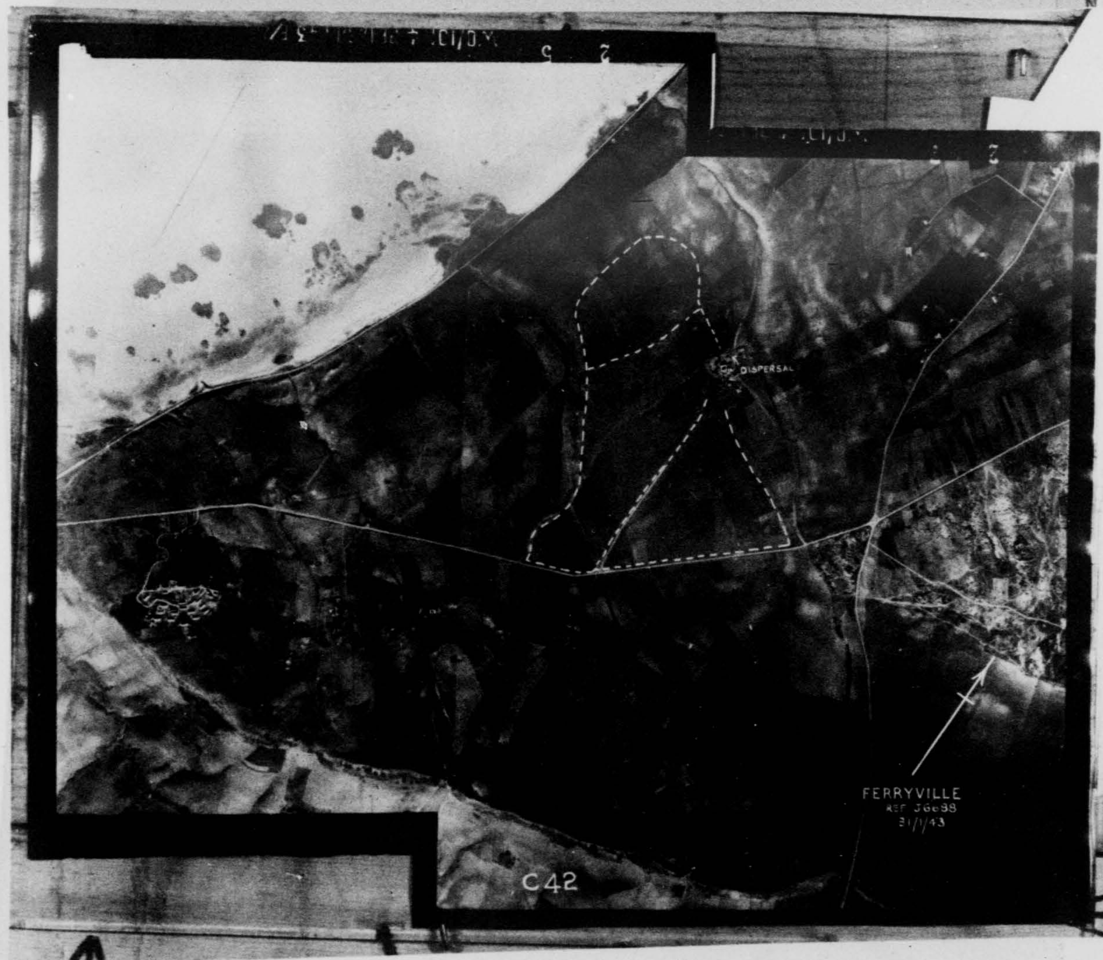
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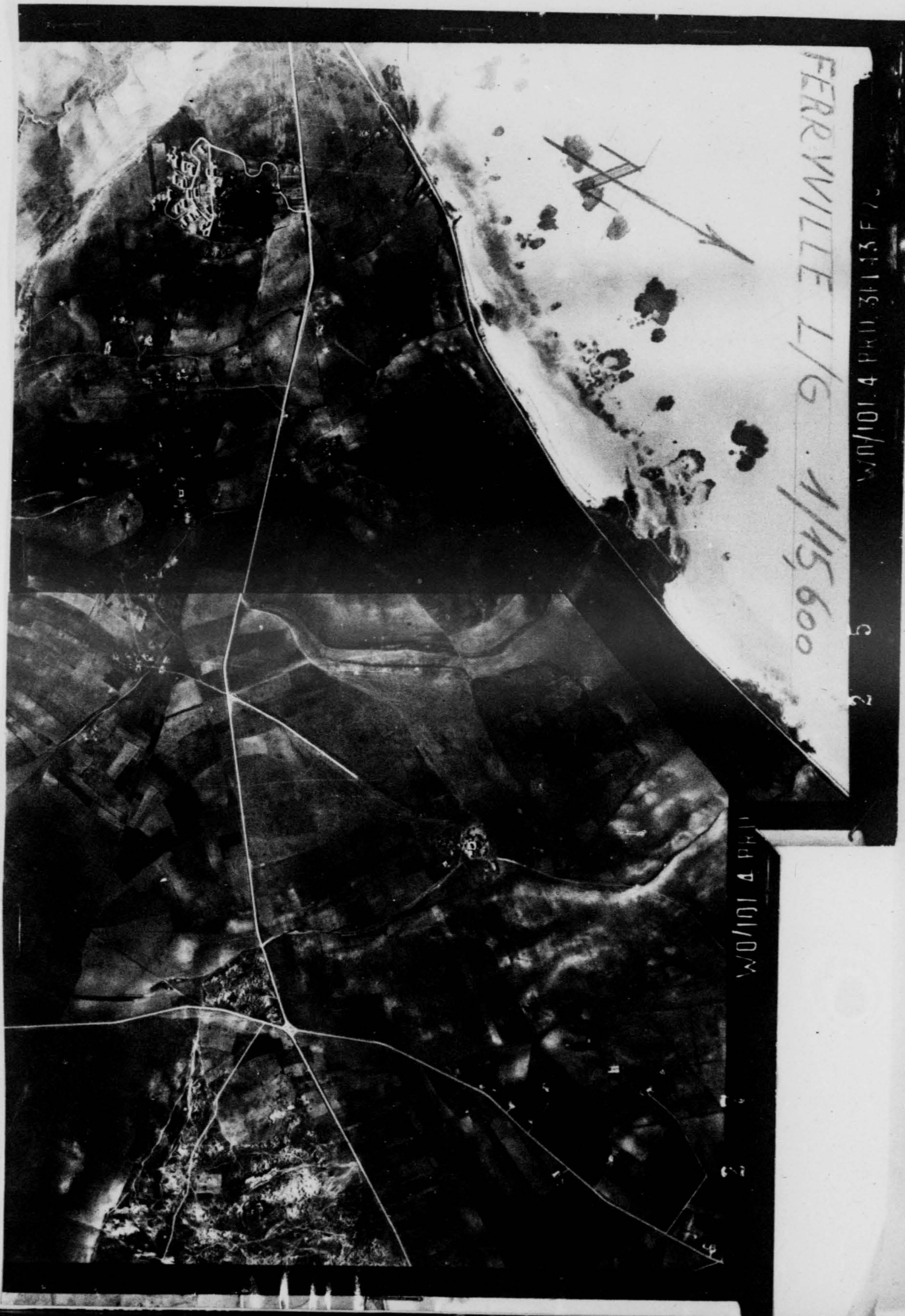
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GABES

MAP REFERENCE: Z-3333 ALTITUDE OF FIELD:

LOCAL POSITION: Immediately South and West of the town.

OBSTRUCTIONS:

DIMENSIONS: The aerodrome is roughly rectangular in shape and is 760 yards(NW-SE) x 1100 yards (NE-SW).

SURFACE AND DRAINAGE:

RUNWAYS:

FACILITIES: (a) Fuel and oil:

(b) Water:

(c) Hangars and workshops; A small repair hangar or workshop, ammunition storage, five smaller buildings and a field operations building are located on the Eastern end of the aerodrome.

(d) Servicing:

(e) Accomodations;

(f) Radio;

(g) Dispersals; There are 16 blast shelters and blast walls dispersed around the area.

ACCESS: (a) Road; Gabes.

(b) Railway; Gabes.

(c) Sea; Gabes.

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GABES (WEST)

MAP REFERENCE: Z-2430 ALTITUDE OF FIELD:

LOCAL POSITION: About 5½ miles West Southwest of Gabes.

OBSTRUCTIONS:

DIMENSIONS: Approximately 1000 yards (WSW-ENE) x 2700 yards (NNW-SSE).

RUNWAYS:

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Disperasls; 21 blast shelters.

ACCESS: (a) Road; Highway to Gabes runs 1 mile North of the field.

(b) Railway; Gabes St.

(c) Sea; Gabes.

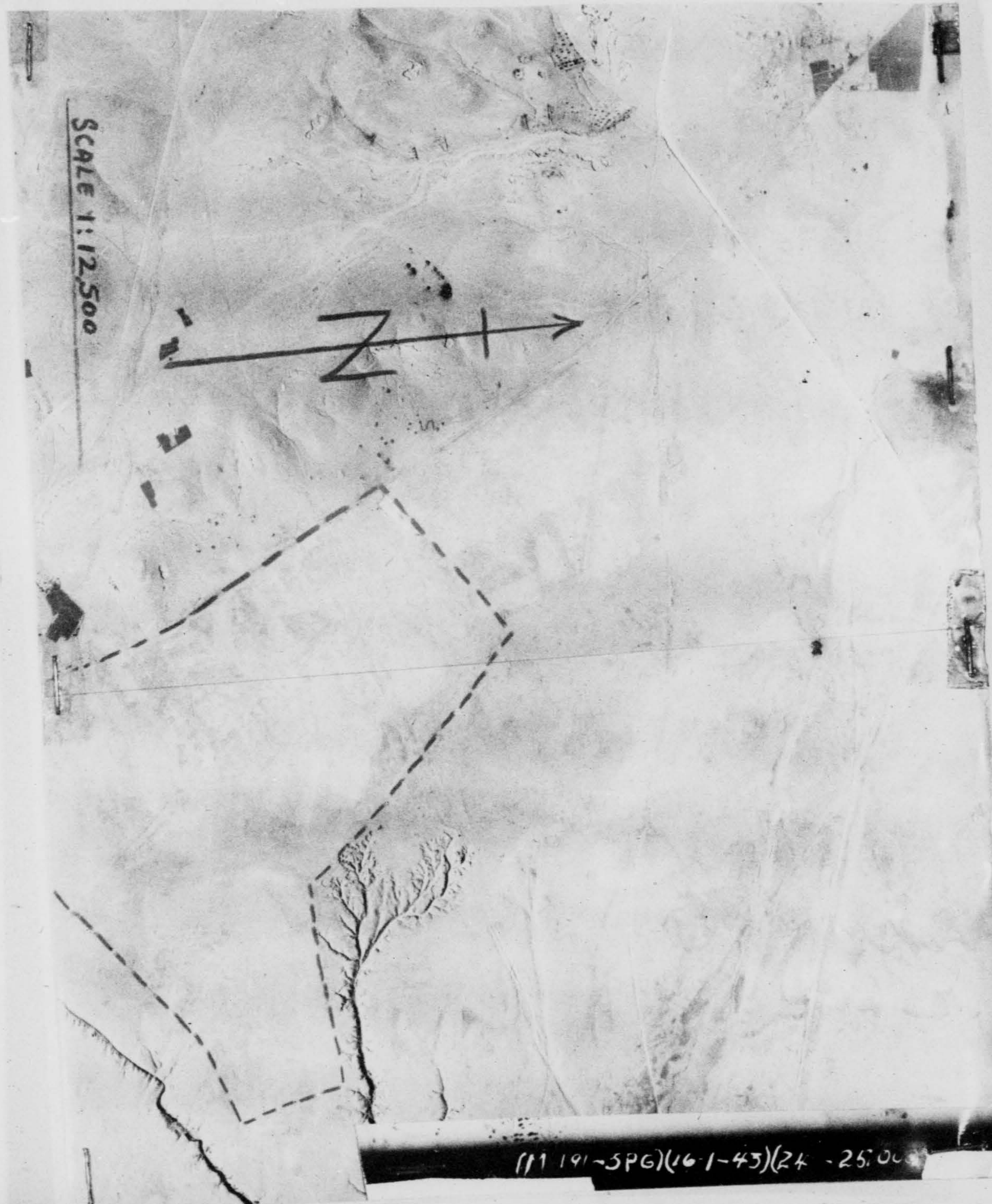
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GAFSA (NORTH, SOUTH)

MAP REFERENCE: Gafsa (N) - T-0980 ALTITUDE OF FIELD:
Gafsa (S) - T-0979

LOCAL POSITION: Gafsa (N): The landing ground is situated approximately 2000 yards NE of Gafsa RR St. and lies between the river and the railway. Gafsa (S): Located approximately ½ mile SE of Gafsa RR St., and lies between the railway and highway.

OBSTRUCTIONS:

DIMENSIONS: Gafsa (N); 1100 yds. (NE-SW) x 1300 yds. (NW-SE).
Gafsa (S); 650 yds. (NE-SW) x 780 yds. (NW-SE).

RUNWAYS: Gafsa (N): Two leveled runways exist which measure 1200 yards N to S and 1200 yards E to W. Gafsa (S); None, whole field is servicable.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing: Gafsa (N). A rectangular servicing strip is located along the NE-SW boundary of the landing area near the West corner.

(e) Accomodations: Gafsa (N); A barrack type building and a smaller building are near the evacuations SW of the field, and another small building and two barrack type huts are situated in the Western corner of the landing ground proper. Gafsa (S); 17 large and some smaller buildings are situated at the NW corner of the field.

(f) Radio;

(g) Dispersals;

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ACCESS: (a) Road; Gafsa (N); Main highway from town.
Gafsa (s); Highway from town borders the field.

(b) Railway; Both fields are in easy access of Gafsa RR St.

(c) Sea;

REMARKS: At Gafsa (s), the name Gafsa appears in the middle of the field.

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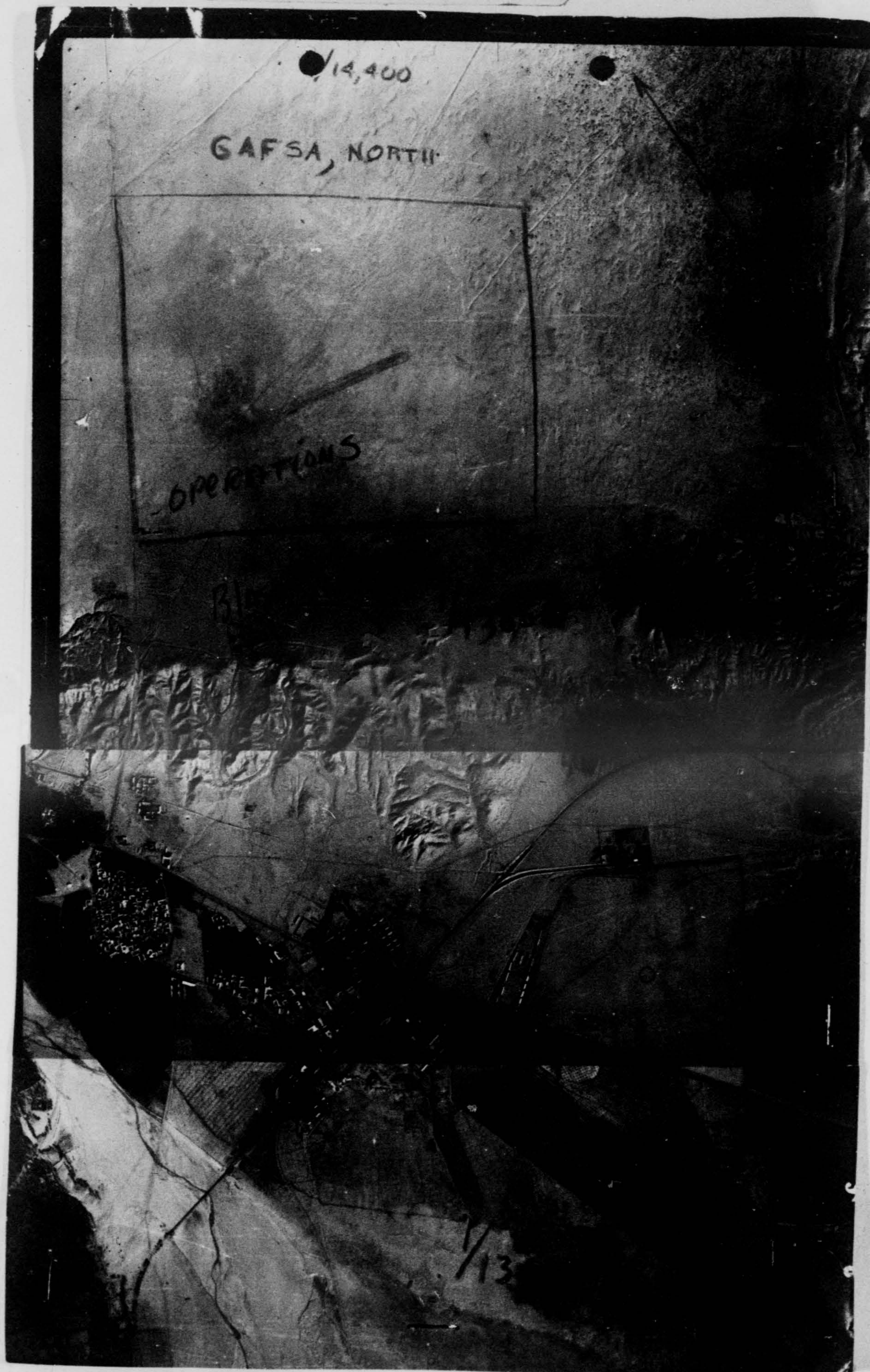
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HASBINE

MAP REFERENCE: K-0237 ALTITUDE OF FIELD:

LOCAL POSITION: 4 miles South of La Mohammedia.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is square and measures 1500 yards (NW-SE) x 1500 yards (NE-SW).

RUNWAYS:

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Main road to La Mohammedia 2 miles E of field.

(b) Railway; St. Bou-er-Rebia 3 miles SE of field.

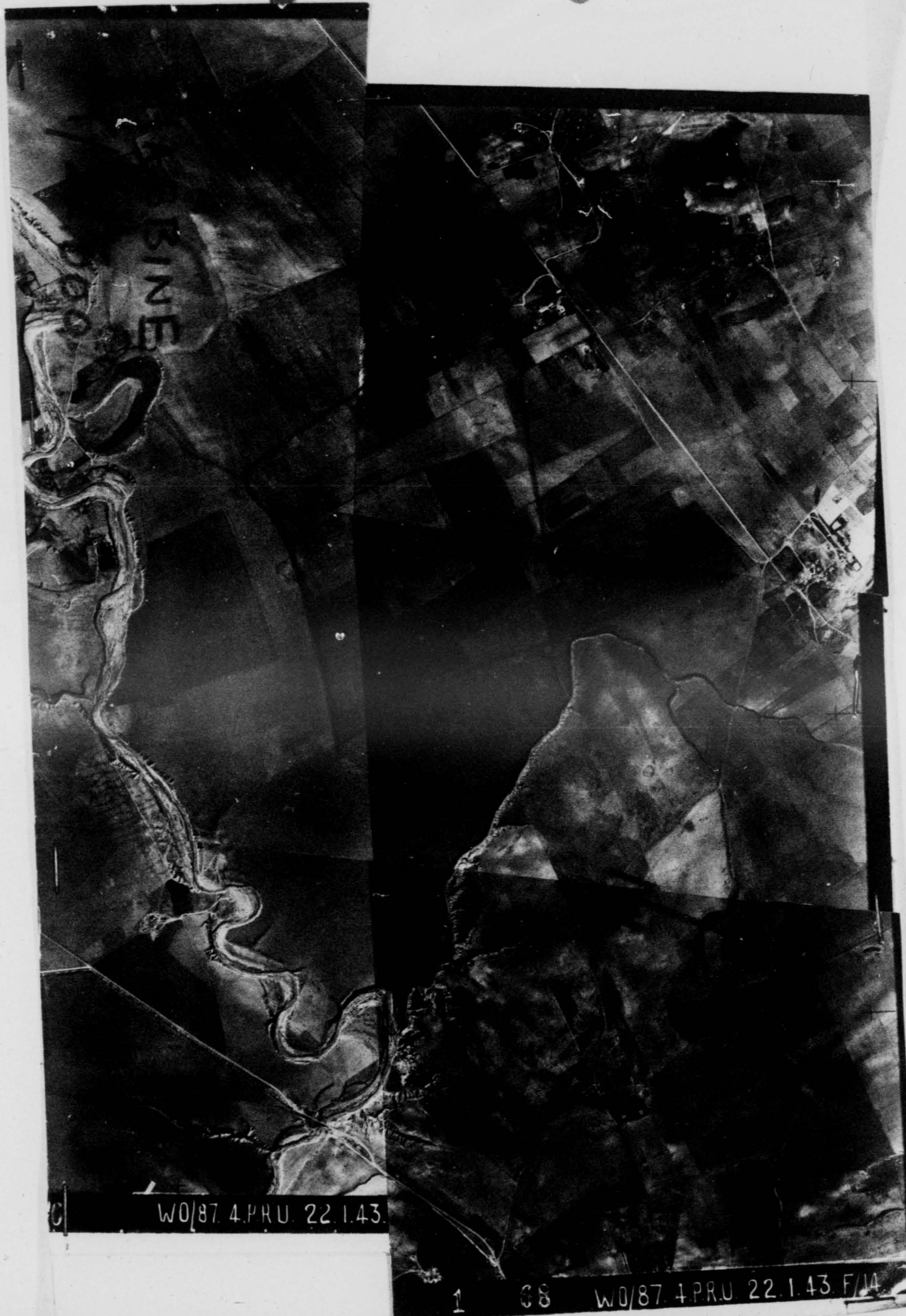
(c) Sea;

REMARKS: The landing ground is under cultivation .

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HOUMT SOUK

MAP REFERENCE: Z-9741 ALTITUDE OF FIELD: 0 Feet.

LOCAL POSITION: 3 miles NW of Houmt Souk on the I. De Djerba.

OBSTRUCTIONS:

DIMENSIONS: The landing area is "Y" shaped; it measures approximately 750 yards along the NW side and its greatest width is 700 yards.

SURFACE AND DRAINAGE.

RUNWAYS:

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Small road into Houmt Souk.

(b) Railway;

(c) Sea;

REMARKS:

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KAIROUAN (NORTH)

MAP REFERENCE: P-1240

ALTITUDE OF FIELD:

LOCAL POSITION: 5½ miles North of Kairouan.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is triangular in shape (with considerable extension possible to the North) and measures possibly 900 yards (E-W) and upwards of 2000 yards (N-S).

SURFACE AND DRAINAGE:

RUNWAYS:

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops; No buildings, 10 very small shelters along South and West boundaries.

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Main highway to Kairouan runs 1 mile E of Field.

(b) Railway; Kairouan.

(c) Sea;

REMARKS:

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KAIROUAN (NORTHWEST)

MAP REFERENCE: P-1033 ALTITUDE OF FIELD:

LOCAL POSITION: 1½ miles NW of Kairouan.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is rectangular. It measures approximately 1100 yards (NE-SW) x 1200 yards (NW-SE).

SURFACE AND DRAINAGE:

RUNWAYS: One short (700 yards) runway running E to W, and another, runway well advanced in construction--(NW-SE).

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops; One hangar, a workshop and 3 small buildings at the S E corner of the aerodrome.

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals; 31 blast shelters scattered along the NW-SE runway and at the South side of the aerodrome.

ACCESS: (a) Road; Highway to Kairouan borders the S side of the field.

(b) Railway; Kairouan.

(c) Sea;

REMARKS:


KAIROUAN NW
REF. P1033
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LA SEBALA

MAP REFERENCE: J-9970 ALTITUDE OF FIELD.

LOCAL POSITION: 10 miles NNW of Tunis.

OBSTRUCTIONS:

DIMENSIONS: The extent of the landing ground is difficult to define, but an area of at least 1000 yards (ENE-WSW) x 1000 yards (NNW-SSE) is available.

SURFACE AND DRAINAGE:

RUNWAYS: A levelled runway strip measuring 830 yards NE-SW has been prepared.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations; There are no buildings, but there are several personnel huts or tents to be seen in a wood outside of the Southwest boundary.

(f) Radio;

(g) Dispersals; Five double and 8 single blast shelters have been constructed in the wood to the SW, and 4 single shelters along the SE boundary.

ACCESS: (a) Road; Main highway to Tunis passes field.

(b) Railway; Tunis.

(c) Sea;

REMARKS: When the landing ground was first photographed on Dec. 4, 1942, 25 aircraft were seen. On Dec. 15, 24 were seen; and on Jan. 20, 1943 only 3 aircraft, probably damaged, were seen. Though the number of aircraft has decreased, constructional activity has been considerable.

1 29 WO/37 4PRU 15.12.42 F/20"

2 30 WO/37 4PRU

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MAHATMA/BORDJ TOUAL

MAP REFERENCE: Z-2810 ALTITUDE OF FIELD:

LOCAL POSITION: 15 miles S by W of Gabes.

OBSTRUCTIONS:

DIMENSIONS. The landing ground is irregular in shape and measures 1700 yards (NNE-SSW) x 500 yards (WNW-ESE). The field can be extended in the latter direction to 1850 yards.

SURFACE AND DRAINAGE; The surface appears good.

RUNWAYS:

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals; 31 aircraft shelters are on the field, divided as follows: 12 along the North border, 9 at the SW corner, 5 at the SE corner and 5 along the E border.

ACCESS: (a) Road; Main highway into Gabes lies just W of the field.

(b) Railway;

(c) Sea;

REMARKS: A possible headquarters was seen at Map Reference Z-2906.



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MAISONETTE

MAP REFERENCE: T-2287 ALTITUDE OF FIELD:

LOCAL POSITION: 5 miles West of Zannouch and ½ mile North of the RR.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is irregular in shape. The greatest length N-S is approximately 1200 yards, and E-W 1100 yards.

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Gafsa-Sened highway.

(b) Railway; Zannouch St.

(c) Sea;

REMARKS: At least a part of the landing ground is under cultivation.

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MAKNASSY

MAP REFERENCE: T-7706 ALTITUDE OF FIELD:

LOCAL POSITION: 1 mile West of Maknassy immediately South of the railway.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is rectangular in shape and measures 1200 yards (E-W) x 2000 yards (N-S).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil:

(b) Water;

(c) Hangars and workshops;

(d) Servicing: There is a servicing strip at the NE corner and another near the NW corner.

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road: Maknassy-Sened highway.

(b) Railway: Tracks border the North side of the field.

(c) Sea;

REMARKS: A path running E-W across the center of the field may limit landing possibities, but the landing ground appears ready for use.

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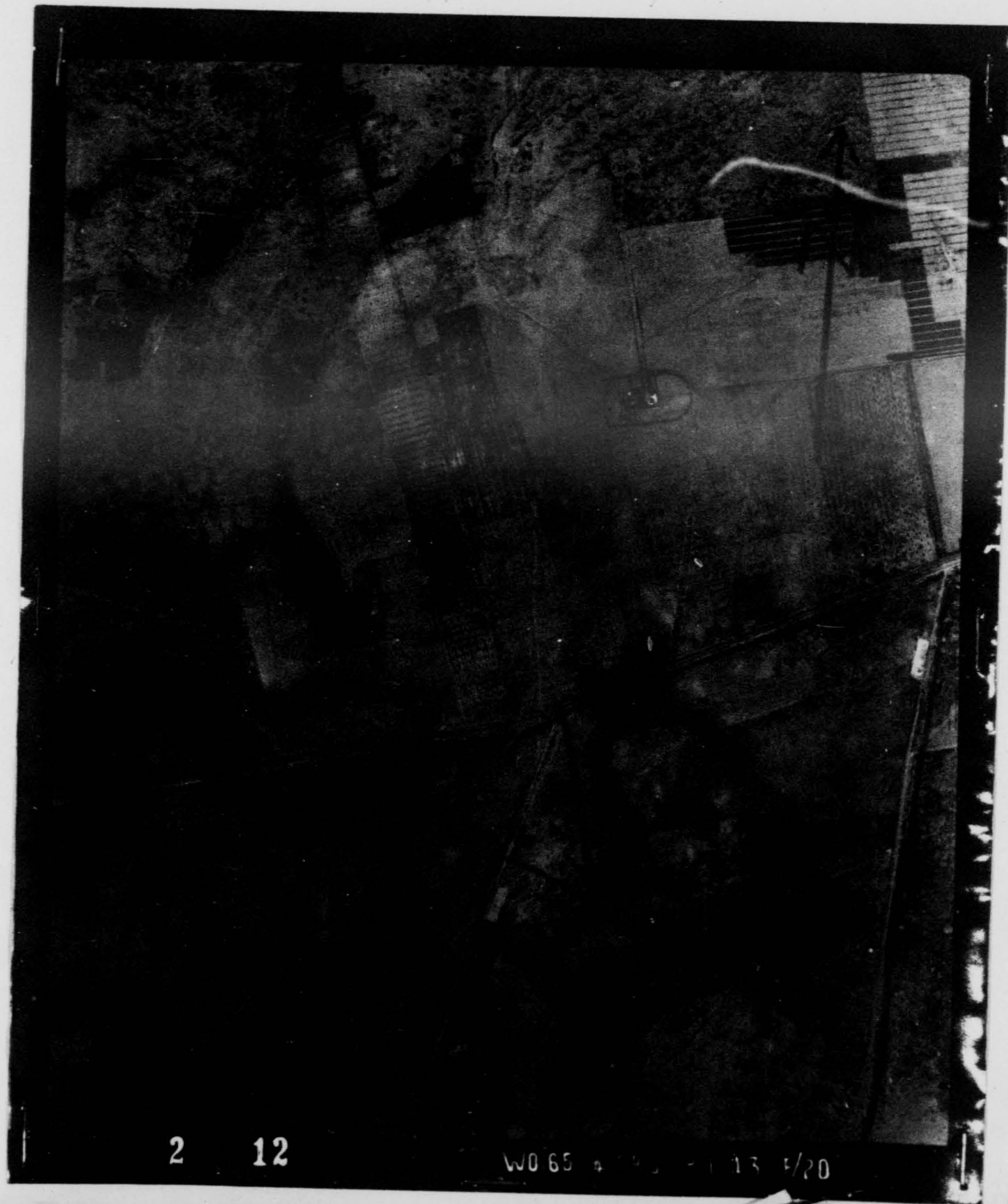
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MATEUR/BEL AID

MAP REFERENCE: J-6279 ALTITUDE OF FIELD:

LOCAL POSITION: Two miles ENE of the town of Mateur.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is roughly rectangular in shape; its dimensions are approximately 1100 yards (ENE-WSW) x 1000 yards NNE-SSW.

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;
(b) Water;
(c) Hangars and workshops;
(d) Servicing;
(e) Accomodations;
(f) Radio;
(g) Dispersals;

ACCESS: (a) Road; Highway to Mateur borders the field.
(b) Railway; Mateur
(c) Sea;

REMARKS: Nineteen bomb craters which were incidents between Dec. 14, 1942 and Dec. 18, 1942 were not filled by Feb. 2, 1943.

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MATEUR/DJ. RASSEL AINE

MAP REFERENCE: J-5982

ALTITUDE OF FIELD:

LOCAL POSITION: 2¼ miles North of Mateur.

OBSTRUCTIONS;

DIMENSIONS: A part of the landing ground is under cultivation and this makes the rest difficult to define; probably an area 1100 yards (E-W) x 1500 yards (N-S) was included in the original or projected landing ground.

SURFACE AND DRAINAGE:

RUNWAYS: None

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; main highway to Mateur lies 1½ miles E of field.

(b) Railway; Mateur.

(c) Sea; Garaet Achkel.

REMARKS: The name "Mateur" is still visible in the center of the landing ground.

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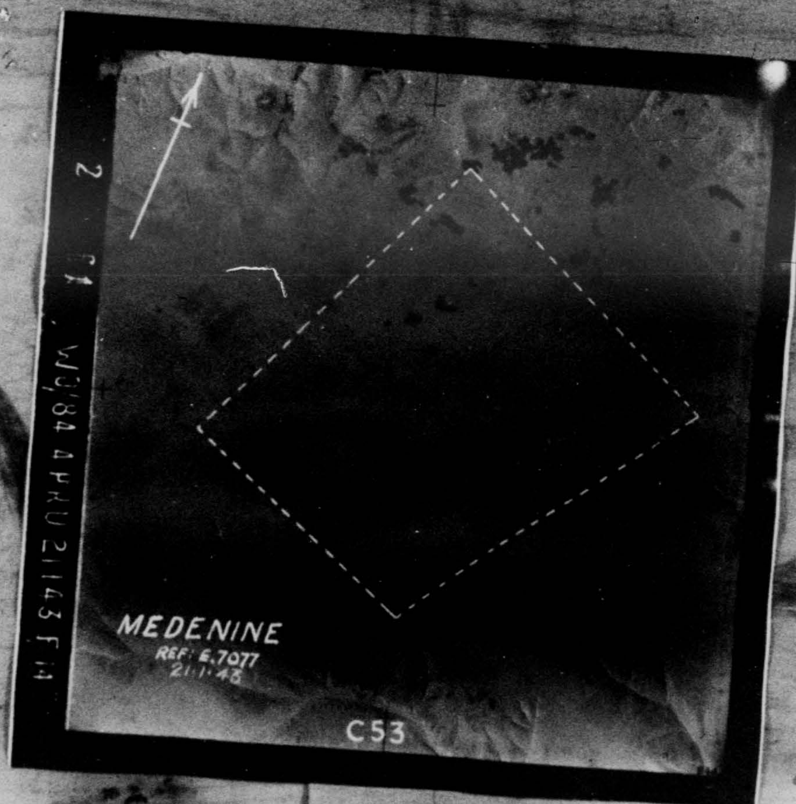


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MENZEL TIMIME

MAP REFERENCE: K-8366 ALTITUDE OF FIELD:

LOCAL POSITION: 3½ miles NE of the town of Menzel Temime.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is triangular in shape, and measures approximately 1300 yards (NE-SW) x 1200 yards (NW-SE).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Menzel Timime-Kelibia highway borders field.

(b) Railway; RR parallels highway.

(c) Sea; Kelibia.

REMARKS: Field thought to be deserted.

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MEZZOUNA

MAP REFERENCE: U-0008 ALTITUDE OF FIELD:

LOCAL POSITION: ½ mile NW of Mezzouna Railway St.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is not clearly defined to the North and West, but the area measures at least 1000 yards (E-W) x 700 yards (N-S).

SURFACE AND DRAINAGE: The surface is sandy and affords fair drainage.

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing: There are two servicing strips.

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Sened-Meknassy-Mahares highway.

(b) Railway: Mezzouna St.

(c) Sea;

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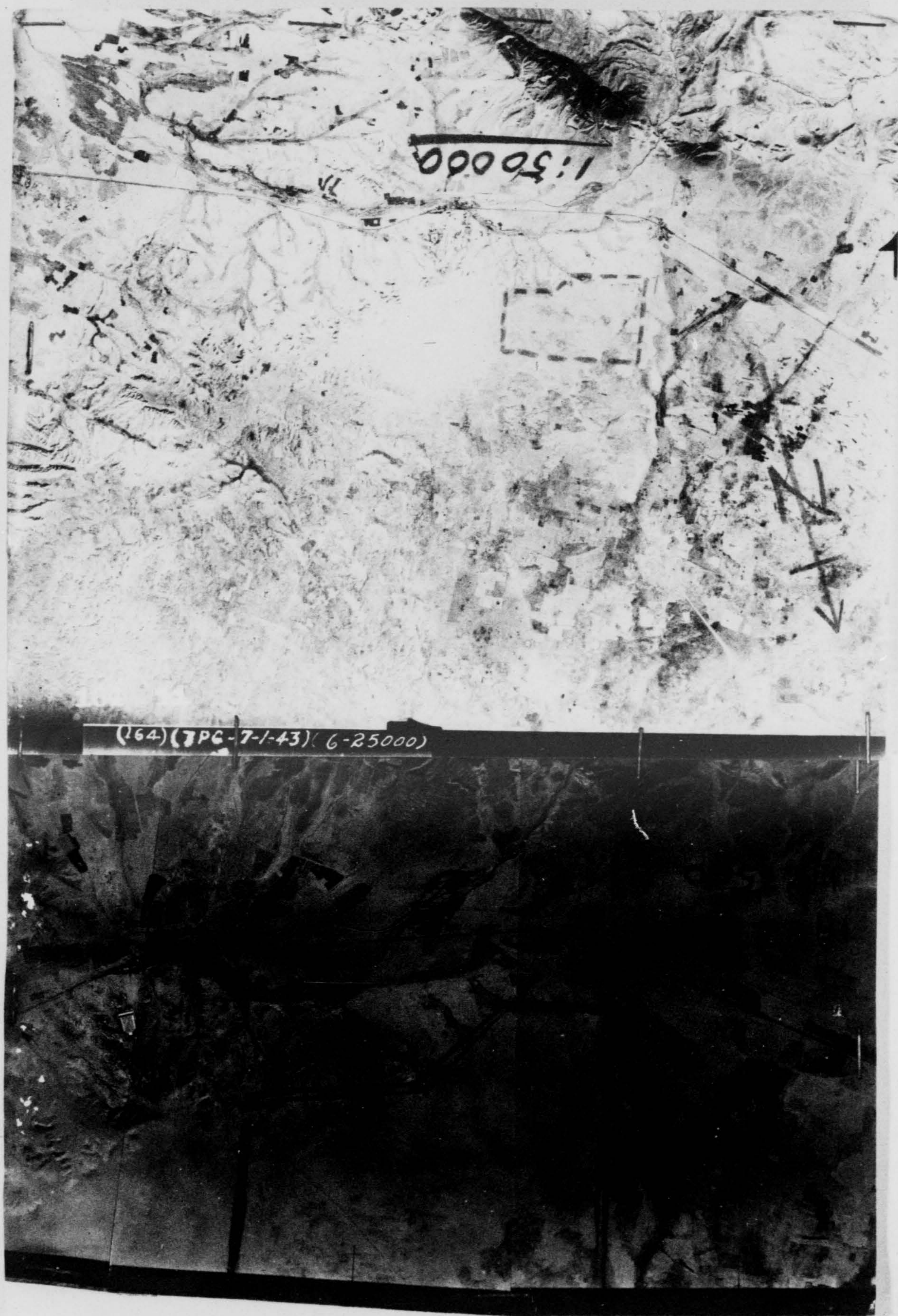
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OUDNA

MAP REFERENCE: K-0636 ALTITUDE OF FIELD:

LOCAL POSITION: Immediately NW of Oudna Railway Station.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is roughly rectangular in shape and measures approximately 2000 yards (E-W) x 700 yards (N-S).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing: There are two servicing strips;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Highway to Mohamedia runs 1½ miles W of the field.

(b) Railway; Oudna RR St.

(c) Sea;

REMARKS:



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PAVILLER

MAP REFERENCE: O-9403 ALTITUDE OF FIELD:

LOCAL POSITION: 1 mile North by East of Paviller Station.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is very irregular in shape. Its longest dimensions are approximately 1700 yards (N-S) x 1330 yards (E-W).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Small road from S. Naceur Allah.

(b) Railway; Paviller RR St.

(c) Sea;

REMARKS : The landing ground is probably under cultivation. No installations have been seen on small scale photographs.

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PONT-DU-FAHS

MAP REFERENCE: J-8403 ALTITUDE OF FIELD:

LOCAL POSITION: 2 miles Southwest of Pont du Fahs.

OBSTRUCTIONS:

DIMENSIONS: Only part cover has been obtained which does not allow measurements.

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;
(b) Water;
(c) Hangars and workshops;
(d) Servicing;
(e) Accomodations;
(f) Radio;
(g) Dispersals;

ACCESS: (a) Road; Small road to Pont du Fahs.
(b) Railway; St. de Thibica.
(c) Sea;

REMARKS: Part of the landing area is probably under cultivation.

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SFAX - EL MAOU

MAP REFERENCE: U-7630 ALTITUDE OF FIELD:

LOCAL POSITION: Five miles West-South-West of Sfax.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is L-shaped and measures 1700 yards (ENE-WSW) x 1300 yards (NNW-SSE).

SURFACE AND DRAINAGE:

RUNWAYS: None, the entire field is reported to be useable.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals; 25 single blast shelters are hidden among the orchard trees along the North side of the landing ground.

ACCESS: (a) Road; Small road running past field goes into Sfax.

(b) Railway; Sfax.

(c) Sea; Sfax.

REMARKS: 1. There are no buildings on the field.
2. The field is suitable for all types of aircraft.

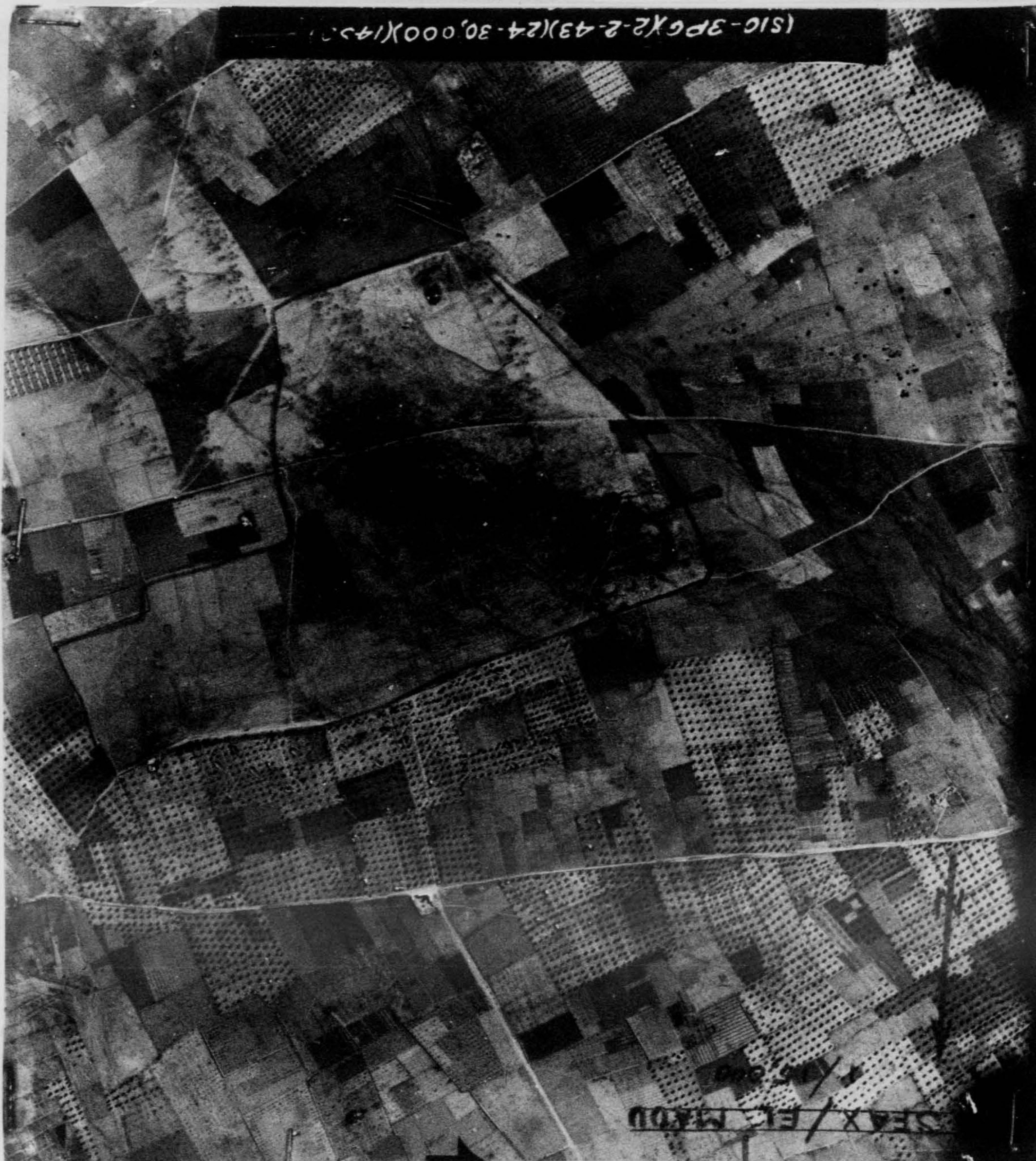
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SFAX (NORTH)

MAP REFERENCE: U-8435 ALTITUDE OF FIELD:

LOCAL POSITION: 1¼ miles NE of the town of Sfax, between the highway and the beach.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is situated on a race track, and measures approximately 1000 yards (N-S) x 500 yards (E-W).

SURFACE AND DRAINAGE: The surface is sandy.

RUNWAYS: None, the entire ground is useable.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Main highway from Sfax runs close to the field.

(b) Railway; Sfax

(c) Sea;

REMARKS: There are a large number of buildings, probably not connected with the aerodrome.

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STE. MARIE DU ZIT

MAP REFERENCE: K-2707 ALTITUDE OF FIELD:

LOCAL POSITION: 5 miles SE of Ste. Marie du Zit.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is square; partial photographic cover does not allow measurement, but the official French figures are 1100 yards (N-S) x 1000 yards (E-W).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road: Zaghouan-Bou Ficha highway.

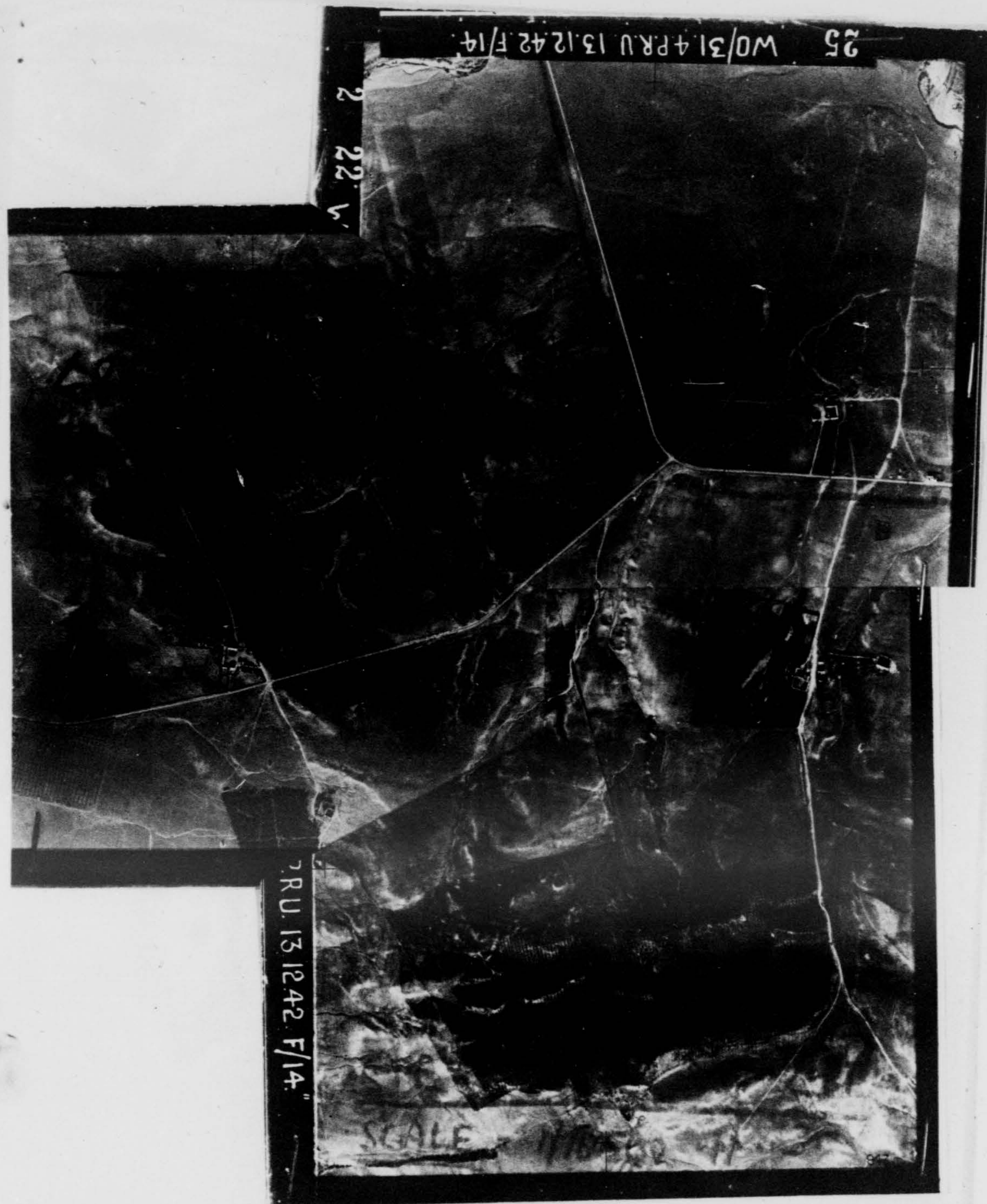
(b) Railway; Ste Marie du Zit.

(c) Sea;

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TOZEUR

MAP REFERENCE: X-5323 ALTITUDE OF FIELD:

LOCAL POSITION: 2 miles East of Tozeur.

OBSTRUCTIONS:

DIMENSIONS: The field is roughly rectangular; the East boundary being approximately 1050 yards and the West boundary 850 yards, and the length from North to South about 1600 yards.

SURFACE AND DRAINAGE: The surface is sandy.

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops; None.

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals; There is one quadruple shelter in the Southwest corner.

ACCESS: (a) Road; Small road to Tozeur.

(b) Railway; Tozeur.

(c) Sea;

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TUNIS/CARTHAGE

MAP REFERENCE: K-1961 ALTITUDE OF FIELD: Sea level.

LOCAL POSITION: The Base is located along the Eastern shore of the Lac de Tunis, 1½ miles North of La Goulette and approximately 6½ miles ENE of Tunis.

OBSTRUCTIONS:

DIMENSIONS:- The Base has an anchorage of 500 x 440 yards, enclosed on the East and West sides by sea walls. There are also extensive alighting areas and protected anchorages just outside the base proper.

SURFACE AND DRAINAGE:

RUNWAYS:

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops; Three large hangars, administrative and repair buildings and sheds.

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Main coastal highway East from Tunis.

(b) Railway; Main line from Tunis.

(c) Sea; Tunis.

REMARKS: Seaplane Base.

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ZANNOUCH

MAP REFERENCE: Y-3188 ALTITUDE OF FIELD:

LOCAL POSITION: Immediately Southeast of Zannouch St.

OBSTRUCTIONS:

DIMENSIONS: The landing ground is roughtly oval; being 1000 yards (NW-SE) x 1100 yards (ENE-WSW).

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing; Two probable servicing strips are seen; one at the North end and one in the extreme SE corner. They are connected by a road or a perimeter track.

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Gafsa--Sened road.

(b) Railway; Gafsa--Sened RR.

(c) Sea;

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ZARAT

MAP REFERENCE: Z-5713 ALTITUDE OF FIELD:

LOCAL POSITION: 1 mile N of the town of Zarat and 1 mile from the beach which lies just to the East.

OBSTRUCTIONS:

DIMENSIONS: The field is approximately 500 yards square with an additional level strip 400 x 135 yards running Southwards.

SURFACE AND DRAINAGE:

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio; -

(g) Dispersals;

ACCESS: (a) Road: Small road into Zarat and into Mareth where the main highway goes North to Gabes.

(b) Railway; Mareth.

(c) Sea; Gabes.

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ZARZIS

MAP REFERENCE: A-3695 ALTITUDE OF FIELD:

LOCAL POSITION: 3 miles SSW of the town of Zarzis.

OBSTRUCTIONS: None.

DIMENSIONS: Landing is possible over a considerable expanse of sand which is at least 1000 to 1100 yards wide (E-W) at its widest point.

SURFACE AND DRAINAGE: Sand----almost always hard packed with excellent drainage.

RUNWAYS: None.

FACILITIES: (a) Fuel and oil;

(b) Water;

(c) Hangars and workshops;

(d) Servicing;

(e) Accomodations;

(f) Radio;

(g) Dispersals;

ACCESS: (a) Road; Main highway to Medinine.

(b) Railway;

(c) Sea;

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SECRET BIGOT "AVALANCHE" ~~S-E-C-R-E-T~~ ~~(Equals British MOST SECRET)~~

A - 5, NORTHWEST AFRICAN AIR FORCES

MINUTES OF MEETING HELD AT FORTUNE, ALGIERS, ON FRIDAY AUGUST 13TH TO CONSIDER CERTAIN QUESTIONS ARISING OUT OF H.Q. SHIPS IN OPERATION AVALANCHE

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1. Those in attendance included the Chief of Staff, Air Support Command and representatives from the following: -

Air Plans, N.A.A.F. A.5.; Signals Plans, N.A.A.F. A.5.;

U. S. Naval Forces, N.A.W.; C-in-C Mediterranean Planning

Staff; Naval Force H; C-3 5th Army; C-Ops 10 Corps.

2. It was agreed at the outset to base all discussion on the established plan for AVALANCHE and not take into consideration possible changes in the Plan. It was pointed out that the changes envisaged were unlikely to have any substantial effect in the arrangement of the H.Q. Ships.

3. It was stated by Commander DUFEC, representing U.S. Naval Forces, that H.Q. Ships in AVALANCHE would be employed as follows:-

a. Northern Force

H.M.S. HILARY	H. Q. Ship
U.S.S. BISCAYNE	Standby H.Q. Ship
H.M.S. ULSTER QUEEN	Fighter Directing Ship for Naval a/c

b. Southern Force

U.S.S. ANCON	Main H.Q. Ship for the operation
U.S.S. SAMUEL CHASE	Southern Force H.Q. Ship
U.S.S. CARROL	Southern Force standby H.Q. Ship

4. Commander DUFEC stated that previous to the Operation H.Q. Ships would be stationed as follows :-

U.S.S. ANCON	ALGIERS	D - 21
H.M.S. ULSTER QUEEN	GIBRALTAR	D - 20
H.M.S. HILARY	TRIPOLI	D - 17
U.S.S. BISCAYNE	BIZERTA	D - 17
U.S.S. CHASE	ORAN	D - 20
U.S.S. CARROL	ORAN	D - 20

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BIGOT AVALANCHE ~~S E C R E T~~
~~Equals British MOST SECRET~~

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5. The position as regards staffs on board H.Q. Ships was summarized as follows: -

a. U.S.S. ANCON

For fighter direction - 13 Officers (7 more to come) and 49 E.M. (20 more to come)

Staff of A.S.C. - 17 Officers and 71 E.M. to be embarked.

All the above are Army Air Force personnel.

b. H.M.S. HILARY

Complete R.A.F. Section already on board to man Operations Room, Filter Room and Air Force Communications.

c. H.M.S. ULSTER QUEEN

Full Naval fighter directing staff - all personnel Royal Navy.

6. In addition to the ships listed in paragraph 5 above, it was stated that H.M.S. ROYAL ULSTERMAN, U.S.S. SAMUEL CHASE and U.S.S. BISCAYNE had fighter directing facilities but they were on a reduced scale compared with the other ships, while U.S.S. CARROL had some facilities but they were very small.

7. It was stated that with the exception of the ULSTER QUEEN, fighter directing staffs of the above ships had all taken part in Operation HUSKY and the training of the personnel of all of these ships is of a high standard. It was agreed that additional training will be given to the signals personnel of the HILARY.

8. It was agreed that in general the present staffs on board the H.Q. ships would meet the requirements of fighter direction but in order to achieve co-ordination, liaison officers should be exchanged between ships. Thus the Air Support Command should send 6 Air Force officers to ULSTER QUEEN and HILARY respectively. It was stated that "Y" service in H.Q. Ships was in need of improvement. In this connection the meeting was informed that Signals Plans, N.A.A.F. A-5 have the matter in hand and Mediterranean Air Command have been requested to supply three teams of "Y" R/T operators well versed in G.A.F. and I.A.F. procedure in the Mediterranean to be employed on H.Q. Ships in AVALANCHE or BUTTRESS.

9. Lengthy discussion followed on the subject of employment of H.Q. Ships for the direction of carrier based and land based fighters. It was finally agreed that H.M.S. ULSTER QUEEN would be responsible for the direction of all Fleet Air Arm fighters while direction of land based fighters would be handled from the U.S.S. ANCON which will function as the primary control ship. It was further agreed that two R.N. fighter direction officers be stationed on the U.S.S. ANCON during the operation. H.M.S. HILARY is to act as standby ship in case the U.S.S. ANCON is put out of action; if the H.M.S. ULSTER QUEEN is put out of action, the U.S.S. ANCON will take over.

10. It was agreed that the control of night fighters would be effected by two seaborne G.C.I's. It was stressed that every effort should be made for the G.C.I. controllers concerned to contact the controllers of the H.Q. Ships and, if possible, the squadrons with whom they would have to operate.

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11. It was agreed that additional personnel to be attached to H.Q. ships should in every case embark as soon as possible after the dates indicated in paragraph 4 above.

12. The question of extra communications on board H.Q. ships was discussed. It was agreed that in connection with the roles decided upon for each H.Q. ship that the H.M.S. ULSTER QUEEN required no addition in respect of control of Fleet fighters, the U.S.S. ANCON could control both Fleet Fighters and shore based fighters while the H.M.S. HILARY could control shore based fighters only.

13. The question of training for H.Q. Ship's personnel was discussed. It was stated that H.M.S. HILARY was leaving ALGIERS for TRIPOLI on August 18th and was expected to arrive on August 20th. Signals Plans, N.A.A.F. A-5 agreed to lay on the necessary arrangements with H.Q. 214 Group. It was stated that the H.M.S. ULSTER QUEEN is at present undergoing extensive training at GIBRALTAR with the Fleet Air Arm Units which will take part in the operation. It was agreed that the Air Support Command would supply the necessary air support parties to carry out training with the U.S.S. ANCON.

14. The question of landing carrier borne fighters on captured airfields was discussed. It was agreed that in the event that an enemy airfield was captured too late in the day to enable land based Spits to be flown up from SICILY (i.e. approximately two hours before dark) as equivalent number of carrier based aircraft will be landed on the airfield and operate from there until relieved by land based aircraft the following day. Carrier based aircraft used for this purpose will have to rejoin their carriers which will have left the area by staging flights to rendezvous points previously agreed upon.

R. W. BONNEVALLE,
Lt. Col., Air Corps
Chairman of Meeting.

14th August, 1943
A-5/4523.

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BIGOT AVALANCHE

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NOTES ON CONFERENCE ON OPERATION "AVALANCHE" HELD AT TACTICAL AIR FORCE HEADQUARTERS ON 19th AUGUST, 1943

Present :

T.A.F.H.Q.	XII A.S.C.	D.A.F.	T.B.F.
S.A.S.O. and Air Staff S.O.A. and Admin. Staff C.S.O. and Air Formation Signals	Colonel Dawsey and A-3 Representatives Lt. Colonel Mack and A-4 Staff Colonel Williams	A.O.A. & Admin Staff W/Cdr Hayson W/Cdr Huxley	A.O.C. S.A.S.O. S.O.A.

W/Cdr Mathias	- N.A.A.F. A-5	Colonel Colonna	- D.C.E., N.A.A.F.
W/Cdr Brown	- C.A.F.	Major Kelly	- 15 Army Group R.E.
C.E., 15 Army Group		Colonel Ayling	- 3rd A.S.A.C.

Action

1. D/S.A.S.O. gave a general review of the plan.

AIRFIELD CONSTRUCTION

2. Tactical Air Staff stated following requirements for airfields -

SICILY - MILAZZO area - 5 airfields

DITTIANO - Strip to be increased to 2,000 yards.

ITALY - MONTE CORVINO - To be made serviceable as rapidly as possible and four landing strips constructed immediately.

NAPLES AREA - POMIGLIANO D'ARCO) CAPO DI CHINO) To be made serviceable as quickly as possible or if severely damaged fresh landing strips to be constructed in that area.

SICILY - Colonel Colonna reported that four landing strips with adequate dispersal can be provided without difficulty and that there was little doubt a fifth could be constructed. His forecast of availability was one strip by 20th August, a second strip by 22nd August, and the remainder by 28th August approximately. — W/C. HOLME.

With regard to DITTIANO, Colonel Colonna stated that he thought this could be extended without any difficulty. Note: This now confirmed.

ITALY - Chief Engineer, 15 Army Group, stated that the following units would accompany the assault:-

15 Airfield Construction Group and part of an Aviation Engineer Battalion. — C.E., 15 Army Group.

The Chief Engineer, 15 Army Group, will proceed to ALGIERS on the 20th August to ensure that shipping space has been made available for the above units.

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BIGOT AVALANCHE. SECRET [redacted]

The question of providing thirteen airfields for Troop Carrier Command in Southern SICILY was also discussed and subsequently examined by D.C.E., N.A.A.F., and Wing Commander Holme. Their conclusions were that eleven airfields all of 2,000 yards approximately could be made available by 31st August, 1943. If essential, it is probable that an additional field could be developed. D.C.E., N.A.A.F., will arrange for the work to be put in hand immediately. N.A.A.F. and Troop Carrier Command have been informed accordingly. D.C.E. N.A.A.F. W/C. HOLME.

DISPOSITION OF UNITS IN SICILY.

3. It was agreed that the ultimate position of units would be as follows:-

Desert Air Force.

57 Group	-	CASALIA
79 Group	-	PALLAGONIA
239 Wing	-	AGNONE
244 Wing	-	LENTINI WEST
225 Squadn. / 7 S.A.A.F.	-	FARO

Tactical Bomber Force.

340 Group	-	DITTIANO
3 S.A.A.F.	-	CUITICCIE
47 Group	-	MILO VENTANO
12 Group	-	GERBINI MAIN
232 Wing / 326 Wing	-	SIGNELLA

XII Air Support Command.

33 Group 99 Sqdn.	-	TERMINI EAST.
MILAZZO GROUP.	-	31 Group, 324 Wing, 86 Group, 322 Wing, 27 Group, and part of 111 Squadron.
3 P-38 Groups	-	One group each at CATANIA MAIN, MADELAINA, LENTINI EAST.
23 Squadron (if allotted)	-	PANEBIANCO. Note: If this airfield unsuitable for night flying they will go to CUITICCIE.
600 Squadron	-	PANEBIANCO (if suitable for night flying). Note: An officer from No. 600 Squadron will be detailed to reconnoitre this airfield for night flying and if it proves unsuitable the Squadron will remain at CASSIBILI and operate a detached flight from the MILAZZO area. (Officer detailed to carry out reconnaissance on 20th August).

D/S.A.S.O. 600 Sqdn. D.A.F.

MOVES OF UNITS.

4. Moves of units to the above locations will be made as soon as airfields are ready to accommodate them and should all be completed not later than 29th August, 1943. Moves will be carried out in the following order:-

XII Air Support Command.

First	324 Wing	MILAZZO.
Second	322 Wing	MILAZZO.
Third	31 Group, 111 Sqdn.	MILAZZO.
Fourth	33 Group, 99 Sqdn.	TERMINI.

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Tactical Bomber Force.

47 Group (2 Squadrons) and No. 3 S.A.A.F. Wing move forward on 19th August, 1943.

232 and 326 Wings move forward on 21st August (probably).

12 and 340 Groups - As soon as the supply and transport situation allows. In this connection Tactical Air Force will endeavour to provide assistance with additional M.T. from H.Q. S. & T. Column. S.O.A.

P-38 Groups will move in about D - 3 or D - 2.

23 Squadron - Date of move to be confirmed with N.A.A.F. D/S.A.S.O.

Additional Beaufighter Squadron's move to CASSIBILI will be confirmed with N.A.A.F. D/S.A.S.O.

MOVE OF UNITS INTO ITALY.

5. Units will be moved into ITALY as airfields become available in the following order:-

31 Fighter Group.
324 Wing
½ 111 Squadron
½ 225 Squadron
½ 600 Squadron
322 Wing
339 Group)
99 Squadron)
27 Group
86 Group

With regard to bomber squadrons, it was decided that we should plan on the assumption that 47 Bomber Group would be the first light bomber unit to move into ITALY. When this move is implemented, it will be necessary to allocate 326 or No. 3 S.A.A.F. Wing to Desert Air Force in its place

Availability of bombs for 47 Group to be examined. S.O.A.

LOCATION OF HEADQUARTERS.

6. It was agreed that Headquarters would be located initially as follows:-

Tactical Air Force	-	Will remain near CASSIBILI.
Desert Air Force	-	LENTINI.
Tactical Bomber Force	-	CATANIA PLAIN.
XII Air Support Command	-	In the vicinity of D.A.F. H.Q.

It was agreed that Strategic Air Force would be asked to provide a small Headquarters echelon to work alongside XII Air Support Command in order to assist with control of P-38 Groups. D/S.A.S.O.

In addition to the above, No. 216 Group and Troop Carrier Command establish an Advanced Headquarters in SICILY. The location of this Headquarters will be taken up with the appropriate formations. D/S.A.S.O.

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CONTROL OF FIGHTERS.

7. The principles laid down in Operational Directive for Operation AVALANCHE No. 1 for control of fighters was agreed. With regard to the attachment of Desert Air Force and XII Air Support Command controllers to M.O.R.U. and No. 64 Fighter Wing as required by the Directive, together with special VHF channels, it was agreed that only the personnel would be required.

With regard to the transfer to XII Air Support Command on D - 7 of operational control of 322 and 324 Wings, Desert Air Force stated they would probably require assistance from these Wings in the initial stages of BAYTOWN. In view of this, Desert Air Force suggested that it would be more practicable if they retained operational control of 322 and 324 Wings until D - 1 when they could be transferred to control of XII Air Support Command at the same time as Tactical Bomber Force units were allocated to them. XII Air Support Command saw no objection to this arrangement, and it was agreed to refer this matter to the Air Officer Commanding for approval. D/S.A.S.O.

With regard to the despatch of aircraft by XII Air Support Command to the assault area on 'D' Day, Desert Air Force agreed that they could make use of their forward fighter control in the MESSINA area for this purpose.

Dim

SHIPPING PROTECTION.

8. The allocation of responsibility for shipping protection was explained. After discussion, it was agreed that Tactical Air Force should ask Coastal Air Force to undertake responsibility for shipping up to first light 'D' Day as opposed to last light on D - 1 as laid down in N.A.A.F. Signal CP.240 dated 16th August, 1943.

Tactical Air Force explained that XII Air Support Command would be required to assist Coastal Air Force on D - 1 Day by allocating to them a number of P-38 aircraft. Detailed arrangements regarding this question would be made when XII Air Support Command party visited ALGIERS on the 22nd August, 1943. Wing Commander Brown explained that Coastal Air Force were considering the possibility of employing the semi-permanent G.C.I. L.S.T. to sail back and forth with convoys to assist in the control of night fighters. N.A.C.A.F.

PROVISION OF A.A. FOR MILAZZO AIRFIELDS.

9. Tactical Air Force explained that Eighth Army would probably be unable to provide A.A. for these airfields. XII Air Support Command were asked to take this question up with 7 Army, and Tactical Air Force also explained that similar action was being taken by 15 Army Group. XII A.S.C.

PROVISION OF NAVAL LIAISON OFFICERS.

10. It was agreed that Naval Liaison Officers would be required by XII Air Support Command Headquarters during AVALANCHE. N.A.A.F. have already been asked to arrange detachment of Lieutenant Kellog, U.S.N., for this purpose and also to arrange for the provision of a junior British officer to assist him. N.A.A.F.

AIR FORCE LIAISON OFFICERS FOR CORPS H.Q. SHIPS.

11. The necessity for providing an Air Force Liaison Officer for each Corps H.Q. Ship was explained. XII Air Support Command agreed to provide an officer for each Corps Ship, and in the case of 10 Corps, an R.A.F. officer would also be provided. This officer will probably be Wing Commander Atkins. XII A.S.C.

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CONTROL OF A.A. GUNFIRE.

12. In view of experience in HUSKY, XII Air Support Command considers the importance of introducing more effective control for ships' A.A. armament. Wing Commander Mathias stated that N.A.A.F. were already taking this question up with the Navy. It was agreed to discuss this problem with N.A.A.F. and the Navy during the visit to ALGIERS. D/S.A.S.O.

AIR SEA RESCUE.

13. It was explained that Coastal Air Force had agreed to undertake responsibility for all Air Sea Rescue North of SICILY except in that area South of a line CAPE MILAZZO - CAPE VATICANO. Desert Air Force were requested to confirm that they could undertake Air Sea Rescue in this area. D.A.F.

When firmly established ashore, Tactical Air Force would relieve Coastal Air Force of responsibility for Air Sea Rescue in the area bounded by 40° N and 14° E and the Italian coast. Tactical Air Force will arrange for the provision of Air Sea Rescue aircraft and launches for this purpose. D/S.A.S.O.

NAVIGATIONAL AIDS.

14. Signal from Coastal Air Force was received during the conference stating that they would provide navigational aids in the LIPARI islands, but would probably require Tactical Air Force to provide some of the technical equipment. N.A.C.A.F.

Wing Commander Brown stated that Coastal Air Force would also endeavour to provide a crash landing strip on one of the LIPARI islands.

SIGNALS COMMUNICATIONS.

15. See Appendix 'A'.

EMPLOYMENT OF BOMBERS.

16. Tactical Air Force explained the general lines on which Tactical Bomber Force would be employed. The main principles were as follows:-

(a) Prior to 'D' Day (AVALANCHE), Tactical Bomber Force tasks would be closely linked with Strategic bombing plan. This plan would take full account of the fact that BAYTOWN preceded AVALANCHE.

Initially, the general sphere of Tactical Bomber Force activity by day would be limited to the radius of action of the fighter force. This would naturally restrict the scope of their activities and consequently, as soon as conditions allow, emphasise would probably be placed on night bombing.

Tactical Bomber Force pointed out that if their entire effort was concentrated on night bombing it would mean that the whole of the available effort could not be employed,

 [redacted]

as a proportion of the available crews were not qualified for night operations. Thus, even if this decision was to concentrate on night bombing there would be a small part of the Force which could not be employed.

(ii) During and immediately after AVALANCHE assault, it would be difficult to find fighters with which to support any Tactical Bomber Force units operating by day in the AVALANCHE area. A continuation of the night bombing policy would probably be necessary. The main bombing effort in and around the AVALANCHE area would therefore have to be provided by Strategic Air Force. Despite this, Tactical Bomber Force would have to be prepared to operate by day over the assault area with limited escort or else possibly under the existing air cover in the area.

Tactical Air Force stated that immediately Strategic bombing plan was received, detailed instructions would be issued regarding the employment of Tactical Bomber Force. D/S.A.S.O.

FORWARD BOMBER CONTROL.

17. Tactical Air Force agreed that a forward bomber control only should accompany XII Air Support Command (Advanced) in the assault. This forward bomber control will be sufficiently strong to enable it to accept and reject targets without reference to Main Tactical Bomber Force. It would be built up to the status of an Advanced Headquarters immediately Tactical Bomber Force units were moved into ITALY, or sooner if found necessary.

AIR SUPPORT.

18. In order to ensure a quick transmission of requests for air support, the following arrangements will be established:-

Air Support Parties will be attached to units of 6th U.S. Corps working with XII Air Support Command (Advanced) in H.Q. Ship, filtered requests being passed to XII Air Support Command Rear. In addition, 10 Corps will be allotted air support tentacles who will pass requests back to a small Air Support Control established with XII Air Support Command. G (Air) 15 Army Group.

20th August, 1943
Reference: TAF/59/AIR
Headquarters, Tactical Air Force

Distribution:

Commanding General, XII Air Support Command (3)
Air Officer Commanding, Desert Air Force (3)
Air Officer Commanding, Tactical Bomber Force (3)
3rd A.S.A.C. (5)
C.E., 15 Army Group
Colonel Colonna, D.C.E., N.A.A.F.
Commanding General, N.A.A.F.
N.A.A.F A-5 Section
N.A.C.A.F.
M.G.A., 15 Army Group
FORTHAME (For W/C Morton - Admin. Section only)

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APPENDIX "A"

OPERATION AVALANCHE

SIGNALS PLANNING

1. At a meeting held on 19th August 1943 representatives of the Signals Staffs of Tactical Air Force, XII Air Support Command and Desert Air Force examined the signals requirements for operation AVALANCHE.

2. It was decided that in view of the fact that the chain of command and the forces engaged in AVALANCHE and BAYTOWN were substantially the same as those for operation HUSKY, there would be no reason to alter the main signals organisation. Certain modifications must, however, be incorporated to meet firstly the conditions imposed by variations in the disposition of the air forces, and secondly to allow for a strengthening of those points found by experience to be weak in the opening phases of HUSKY.

3. The following paragraphs give details of the points on which agreement was reached. No outstanding matters remain to be settled, and the outline plan has advanced to the stage at which XII A.S.C. is in a position to proceed with detailed instructions.

4. W.T. COMMUNICATIONS. The main W.T. Organisation, as laid down in Northwest African Tactical Air Force Signals Instruction No.1 for Operation HUSKY, and XII A.S.C. S.O.I. for the same operation, will remain in force with the exception of the following alterations:

(i) In addition to [illegible], T.A.F. and XII A.S.C. will maintain point to point watch on [illegible] ([illegible]).

(ii) XII A.S.C. Advanced will [illegible] channels with XII A.S.C. Rear:

(a) [illegible] ([illegible])
(b) [illegible] ([illegible])

[illegible]

(iii) XII A.S.C. and [illegible] will maintain R/T watch on 2140. [illegible] range proves to be too great for R/T, W.T. on the same frequency will be used.

(iv) XII A.S.C. will close on [illegible], which will henceforth be maintained only by T.A.F., D.A.F. and 216 Group.

(v) [illegible] A.S.C. and D.A.F. will maintain watch on 6160/3150.

(vi) XII A.S.C. and T.A.F. will maintain watch on KS 39 (7460/[illegible]).

(vii) The internal W.T. Organisation of XII A.S.C. will otherwise remain unchanged.

5. H.Q. SHIPS. [illegible] that the [illegible] number of H.Q. Ships employed is one control ship plus two Corps H.Q. Ships ([illegible]) the following are the requirements of XII A.S.C. :

5[illegible]/5565	Control Ship - [illegible]	Base Three
2140	Control Ship, Corps Ships	Inter [illegible]
	M.O.R.U.	or W.T.
6560/4250	Control Ship, Rear XII A.S.C.	Command

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APPENDIX 'A'

3330/4010	Control Ship, Rear XII A.S.C.	Air Support
[illegible]	All H.Q. Ships, A.S.P.'s	" "
?	" Tentacles	" "
2610	All H.Q. Ships	Naval R.D.F. [illegible]
3810	All H.Q. Ships	M.[illegible].U. R.A.F. [illegible]
6650?	All H.Q. Ships	VHF Inter. FDO
[illegible]	All H.Q. Ships	VHF U.S. 'D'
5[illegible]	All H.Q. Ships	VHF Br. 'D'
6450?	All H.Q. Ships	World Guard

6. ASSAULT. XII A.S.C. are to carry sufficient equipment and personnel to [illegible] the following channels when first established ashore.

[illegible]	Two	Point to Point with T.[illegible].F.
	Two	" " " " XII A.S.C. Rear
	One	" " " " T.B.F.
	One	" " " " D.[illegible].F.
	One	Channel to net U.S. A.S.P.'s.
	One	" Br. Tentacles
	One	Point to Point with airfield
	One	R.T. POINT TO POINT with M.O.R.U.
	Three	Channels for R.D.F. Plotting
	One	Channel for W.U. Plotting
	One	A.W. Broadcast
[illegible]	Six	U.S. 'A' & 'B', Br. 'A' & 'B', Common 'C' & 'D'. (British Controllers and Personnel are to man [illegible])
Total	21	

In addition a listening watch is to be maintained on M.A.R.U. R.D.F. [illegible]

7. V.H.F. Organisation. Is to remain the same as for HUSKY. The British Fighter Wings transferred to XII A.S.C. are to remain on British crystal[illegible].

8. R.D.F. D. Two G.C.I. mounted in L.S.T.
Two G.C.I./C.O.L. Landed.
Four L.W.S. "
D3 One G.C.I./C.O.L.
Two L.W.S.
D6 One G.C.I./C.O.L.
One M.R.U.
Four L.W.S.
D12 One G.C.I./C.O.L.
One M.R.U.
Four L.W.S.
D24 One C.O.L.

9. Reinforcements. An M.S.S.U. will be required not later than D plus 6.

A W.U. will be required in the first follow up.

An F.U. will be required in the first follow up.

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MINUTES OF CONFERENCE HELD AT H.Q., N.A.T.A.F. ON AUGUST 19TH, TO DISCUSS ADMINISTRATIVE REQUIREMENTS FOR OPERATION AVALANCHE (Supplementary to Minutes reference TAF/59/Air)

INTRODUCTORY.

1. Broad administrative implications were discussed in full conference. Detailed methods of implementation were reviewed at a later conference, attended only by administrative representatives of the interested Headquarters.

STOCKING OF MILAZZO AIRFIELDS.

2. Requirement:

(i) Agreed that the target build up of stocks to be initially for 14 days for 31 Group, 322 Wing, 324 Wing, 27 Group, 86 Group and part of 111 Squadron.

(ii) This force likely to be located on five airfields. Two of these would be ready within days, two were under construction and would be ready by August 26th, and the fifth was being reconnoitred. Fields to be stocked as soon as possible and by 1st September at latest.

(iii) Spitfire Wings to consist of five Squadrons.

(iv) P-40 long-range tanks required for A-36 Sqdns.

3. Implementation:

(i) Stocking necessary from either PALERMO or CATANIA. Decision depended on stocks available in each area and on ability to use MILAZZO for coasters. Data now being collected on both points and on truck facilities. — Action by 3rd A.S.A.C.

(ii) D.A.F. prepared to give some assistance to 3rd A.S.A.C. in trucks and dump personnel, if necessary. — Action by D.A.F.

REQUIREMENTS FOR P-38 GROUPS.

4. Requirement:

(i) Stocks for one P-38 Group on each of the following airfields:- CATANIA MAIN, LENTINI WEST, MADDELENA.

(ii) Explosives for following roles over 7 days :

(a)	D-2 to D-1	Fighter/Bombers
(b)	D-Day to D+3	Fighters only
(c)	D+4 to D+5	Fighter/Bombers

(iii) Ground equipment. Tents, Domestic requirements, etc.

5. Implementation:

(i) Para.4, sub-paras (i) and (ii) stocking. — Action by 3rd A.S.A.C.

(ii) Not known whether N.A.A.F. have made arrangements for shipping or flying in ground and domestic equipment. To be cleared on planners' visit to ALGIERS. — Action by N.A.T.A.F.

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ARRANGEMENTS FOR TROOP CARRIER COMMAND.

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6. Requirement and Implementation:

(i) Supplies for approximately 330 aircraft and gliders from 13 airodromes stretching from PONTE OLIVO to MILO. (Estimate 750,000 gallons of P.O.L). — Action by 3rd A.S.A.C.

(ii) Following operation AVALANCHE T.T.C. to remain in SICILY based on 7 Southern aerodromes. — Action by 3rd A.S.A.C.

LONG RANGE TANKS.

7. Requirement:

(i) Provision of 90-gallon Spitfire tanks on basis of 100% jettison on two sorties per day for 3 days from MILAZZO area, and adaption of lugs to carry this tank.

(ii) Provision of P-40 tanks to fit A-36 Groups in MILAZZO area.

8. Implementation:

(i) Detailed sortie rate to be confirmed by XII A.S.C. — Action by XII A.S.C.

(ii) 3rd. A.S.A.C. and D.A.F. to notify N.A.T.A.F. immediately of any stocks on ground already in SICILY. — Action by 3rd A.S.A.C. and D.A.F.

(iii) N.A.T.A.F. to signal N.A.A.F.A-5 of total 90-gallon requirements, and port best suited for discharge. — Action by N.A.T.A.F.

(iv) Planning staffs to "follow up" whilst in ALGIERS.

(v) Provision and fitting of lugs to be carried out at once by 3rd A.S.A.C. and D.A.F. — Action by 3rd A.S.A.C. and D.A.F.

MOVEMENTS.

9. Requirement:

(i) Machinery for co-ordination of bids from XII A.S.C. 3rd A.S.A.C., D.A.F. and T.B.F..

(ii) Organisation for calling forward units to embarkation point.

(iii) Strong Air Force representation on Ferry Control.

(iv) Embarkation Unit to assist Army in marshalling and loading Air Forces.

(v) Agreement by 5th Army that any Air Force requirement on Ferry should be given highest priority on list over Army units.

(vi) Provision of R.A.F. Beach Bricks on 10 Corps (Br.) beaches, and U.S.A.A.F. representatives on 5th (U.S.) Army beaches.

10. Implementation:

(i) All bids to be co-ordinated by XII A.S.C. who will present total Air Force requirements to Army, 3rd A.S.A.C., D.A.F. and T.B.F. to submit estimated numbers of personnel and M.T. to XII A.S.C. by August 20th. — Action by all Headquarters.

(ii) Organisation for calling forward cannot be decided until further details of responsibility available from 15 Army Group or 5th (U.S.) Army.

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(iii) ~~XII A.S.C. and R.A.F. both probably required on Ferry~~ Control. Decision to be taken by XII A.S.C. — ~~Action by XII A.S.C.~~

(iv) R.A.F. Embarkation Unit available from D.A.F. Also suggested that U.S.A.A.F. movement officers trained in these duties in N.W.A. be included. — Action by D.A.F. and XII A.S.C.

(v) Subject of Beach Bricks and Beach liaison officers to be discussed with 5th (U.S.) Army and 10 (Br.) Corps by planning staffs on visit to ALGIERS. — Action by XII A.S.C. and N.A.T.A.F.

(vi) 5th (U.S.) Army to be pressed to accept principle of Air Force having highest priority as requested — Action by XII A.S.C.

AIRFIELD DEFENCE.

11. XII A.S.C. to decide whether A.A. Squadrons R.A.F. Regt. from D.A.F. to be included in Order of Battle. — Action by XII A.S.C.

MEDICAL UNITS.

12. XII A.S.C. to decide whether an R.A.F. Mobile Field Hospital is required. If so, D.A.F. to provide. — Action by XII A.S.C.

SERVICING COMMANDOS.

13. N.A.A.F. to be asked to agree to use by XII A.S.C. of 3202 Servicing Commando now being mounted in D-Day convoy from BIZERTA. Two further Servicing Commandos to be provided by D.A.F. for 322 and 324 Wings and ferried over. — Action by XII A.S.C. and D.A.F.

WATERPROOFING.

14. N.A.A.F. to be asked to amend the provisional plan for waterproofing all vehicles arriving up to D+21, to D+7. — Action by N.A.T.A.

15. 3rd A.S.A.C. to confirm waterproofing materials for U.S.A.A.F. vehicles are available, or arrange. — Action by 3rd A.S.A.C.

16. D.A.F. to be responsible for similar confirmation. — Action by D.A.F.

TECHNICAL MAINTENANCE.

17. System in both XII A.S.C. and D.A.F. for reporting casualties and for obtaining replacement aircraft and crews from their respective pools to remain as hitherto.

18. Urgent need for following Units to be ferried over from mainland prior to operation :

(i) 34th Air Depot Group
(ii) No. 2 R.S.U.
(iii) No. 108 R.S.U.

Current inability to move these Units is lack of shipping allocation. Situation is most serious in its effect on aircraft serviceability. N.A.T.A.F. to take up at the highest level to secure craft for these moves at once. — Action by N.A.T.A.F.

19. D.A.F. are experiencing great difficulty in getting technical spares especially from N.W.A. As a result, stocks at No. 40 and No.135 A.S.Ps are poor, and difficulty is being found in providing Unit pack-ups. D.A.F. to provide N.A.T.A.F. with resume of present position and serious outstanding demands. N.A.T.A.F. to take up with N.A.A.F. immediately. — Action by D.A.F. and N.A.T.A.F.

20. Not considered that light repairs to R.A.F. M.T. can be covered by U.S.A.A.F.Service Troops or U.S.and/or British Army Units. N.A.T.A.F.to request N.A.A.F. to include M.T. L.R.U. in convoys loaded in N.W.A. commencing if possible with Advanced party D+4. — Action by N.A.T.A.F.

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RATIONS.

21. Principle agreed that normal rationing procedure should continue as in SICILY. XII A.S.C. to advise 10 Corps and 5th Army of likely build-up of Air Forces, detailing if possible R.A.F. and U.S.A.A.F. feeding strength by British and American Military areas. — Action by XII A.S.C.

MOBILE SIGNALS SERVICING UNIT.

22. N.A.A.F. to be asked to provide from N.W.A. an M.S.S.U. to service approximately 25 A.M.E.S. in the provisional Order of Battle. This M.S.S.U. to be shipped direct from N.W.A. — Action by N.A.T.A.

SUPPLY AND TRANSPORT COLUMN.

23. D.A.F. have asked A.H.Q., R.A.F., M.E. to make No. 10 S. & T. Column available at TRIPOLI. 10 Corps have been asked to include this Unit in an early convoy. A.H.Q., R.A.F., M.E. have agreed to provide, but no reply has been received from 10 Corps on the shipping position. This S. & T. Column considered essential. N.A.T.A.F. through N.A.A.F.A-5 to press for its inclusion, with its Advanced Party if possible with Beach Bricks in Assault Convoy. — Action by N.A.T.A.F.

GENERAL SUPPLY POSITION.

24. Stressed that most undesirable, if not impossible, to plan on ferrying supplies from SICILY for Operation AVALANCHE for following reasons :

(a) Other operations which require ferry supply.
(b) Lack of transport to remedy present difficult distribution of main stocks in relation to ports.
(c) Requirements for P-38 Groups.
(d) Requirements for Troop Carrier Command.

BRIEFING.

25. The responsibility for detailed briefing of both R.A.F. and U.S.A.A.F. Units mounted from SICILY, NORTHWEST AFRICA, and TRIPOLITANIA in that of XII A.S.C., D.A.F. to give all assistance to XII A.S.C. on R.A.F. Units. XII A.S.C. planning staff to contact 10 Corps and 5th Army to obtain the necessary local data and loading plans, and decisions on rations, common-user items, medical evacuation, etc. Attention was drawn to the exceeding short time available for the briefing of Units not being mounted in SICILY. — Action by XII A.S.C. and D.A.F.

ADMINISTRATIVE LIAISON STAFF.

26. Agreed that D.A.F. and later T.B.F. should provide liaison administrative officers to accompany XII A.S.C. into new theatre. Details of appointments to be decided after further planning. — Action by D.A.F. and T.B.F., with XII A.S.C.

CO-ORDINATION OF PLANNING.

27. Air Staff Admin. Plans and Movement officers from N.A.T.A.F., representatives from XII A.S.A.C. and Administrative officers from D.A.F. to proceed p.m. 21st August to XII A.S.C. to assist in completion of detailed plan by p.m. 21st August.

28. The above officers with strong XII A.S.C. plans staff to proceed to ALGIERS by p.m. 22nd August to confer with 5th Army and Navy. — Action by all Headquarters.

Reference: TAF/181/ORG.
Headquarters, Tactical Air F[illegible]

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HEADQUARTERS, NORTHWEST AFRICAN AIR FORCES
APO 650

N.A.A.F. PLANNING MEMORANDA -- FUTURE OPERATIONS, NO. 3

(These memoranda will be issued from time to time as necessary to keep Heads of Sections informed as to the current position about future operations involving, or likely to involve Northwest African Air Forces. They are to be treated with the highest degree of secrecy.)

---

1. Policy in regard to the circumstances which will determine which operation, i.e., BUTTRESS or AVALANCHE, will be launched, has recently changed. The position is now as follows: Operation BAYTOWN will take place. Operation AVALANCHE will take place shortly afterwards, whatever degree of success has been attained in Operation BAYTOWN, unless the situation is definitely unfavourable for Operation AVALANCHE.

2. Operation BUTTRESS, therefore, will only be launched if:-

   a. The situation is unfavourable for Operation AVALANCHE, and

   b. The situation existing in TILFORD makes it necessary to implement BUTTRESS.

3. Therefore, although preparations must proceed for both Operation BUTTRESS and Operation AVALANCHE, Operation AVALANCHE should be given priority.

By Command of Lieutenant General SPAATZ,

E. P. CURTIS,
Brigadier General,
Chief of Staff.

OFFICIAL:

L. T. PANKHURST,
Group Captain,
A.C. of S., A-5.

19 August 1943

DISTRIBUTION:

As for Planning Memorandum - Future Operations, No. 1

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HEADQUARTERS FIFTH ARMY
A.P.O. #464

August 24, 1943

C O R R E C T E D C O P Y

CODE NAMES

APPENDIX NO. 2
to
ANNEX No. 1
to
Outline Plan, AVALANCHE.

1. Geographical Code for Operation "AVALANCHE".

a. There follows a list of place code names to be used in connection with the planning of Operation "Avalanche".

b. It is intended only to cover main places to which reference may be made. The code names will be used by this headquarters and its lower echelons, but in no case will they be used in relation with a higher headquarters. A lower echelon may use its own code names in addition, but only within the echelon.

c. The policy governing the use of these code names is as follows:

(1) Code names assigned to places in Operation "Avalanche" will be used instead of actual names in all messages and memos dealing with the operation up to D day.

(2) Code names will be used in conversation and telephone communications. Care will be taken to avoid other reference by which the code name may be identified.

(3) They will not be used for the marking of shipments.

(4) Appreciations, outline plans, appendices, and operation orders will be in clear.

(5) This list will not be shown to or discussed with anyone whose business does not require knowledge of it.

PLACE NAME TO CODE NAME

PLACE NAME	CODE NAME	PLACE NAME	CODE NAME
ACERRA	- MEDFORD	AVELLA	- NEWBURYPORT
AFRAGOLA	- MARLBORO	AVELLINO	- REDHILL
AGRI RIVER	- YOUNGSTOWN	AVERNO	- TAUNTON
AGROPOLI	- RIFLE	AVIGLIANO	- CLARKSDALE
ALBANOVA	- ARLINGTON		
ALENTO RIVER	- BUFFALO	BACOLI	- WAKEFIELD
AMALFI	- TIDMARSH	BARAGIANO	- LAUREL
ANGRI	- LONGVIEW	BATTIPAGLIA	- WABASH
ANLETTA	- ABILENE	BASENTO RIVER	- LARAMIE
ANZI	- VICKSBURG	BELLA	- HATTIESBURG
ARIANO IRPINO	- EVERETT	BENEVENTO	- DINTY LAKE
ARIENZO S.FELICO	- BROCKTON	BOCCA PICCOLA	- KINSTON
ARMENTO	- SCRANTON	BRADANO RIVER	- BRIGHTON
ARZANO	- LEXINGTON	BRIENZA	- SCOTTSBLUFF
ASCEA	- LACKAWANNA	BUCCINO	- HASTINGS
ATENA LUCANA	- DENISON		
ATRIPALDA	- PLYMOUTH	CALITRI	- SAUGUS

HEADQUARTERS XII AIR SUPPORT COMMAND SEP 6 1943

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PLACE NAME	CODE NAME
CALORE RIVER	DEPEW
CANALE DI PROCIDA	WALTHAM
CANCELLO	ADAMS
CAPRI ISLAND	MARLOW
CAPRI TOWN	HICKORY
CAPUA	BOYLE
CASALNUOVO DI NAPOLI	MILFORD
CASERTA	BEVERLY
CASORIA	LOWELL
CASTELLABATE	LAREDO
CASTELGRANDE	FAYETTEVILLE
CASTELLAMARE DI STABIA	BLAYNEY
CASTEL SAN GIORGIO	TACOMA
CAVA DE TIRRENI	YAKIMA
CIMITILE	BEDFORD
CONTURSI	FREMONT
CORLETO PERTICARA	CHEYENNE
EBOLI	WILSON
FISCIANO	WENATCHEE
FORENZA	BILOXI
FORINO	PITTSFIELD
FRATTAMAGGIORE	MALDEN
FRIGENTO	FRAMINGHAM
FRIGNANO	GREENFIELD
GIUGLIANO IN CAMP	HOLYOKE
GIUNGANO	OMAHA
GOLFO DI NAPOLI	SCANTLING
GOLFO DI POLICASTRO	WILMINGTON
GOLFO DI SALERNO	HARPSICHORD
GROTTAMINARDA	FITCHBURG
ISCHIA ISLAND	PORTREE
LAGONEGRO	TROY
LATTARI MOUNTAINS	KINGSPORT
LAURENZANA	CASPER
LAURIA	CHATTANOOGA
MADDALONI	BOSTON
MAIORI	SALISBURY
MARANO DI NAPOLI	LEOMINSTER
MARCIANISE	BELMONT
MARIGLIANO	MELROSE
MELFI	BRAINERD
MINORI	GLOUCESTER
MONTECORVINO ROVELLA	DURHAM
MONTE DI PROCIDA	SPRINGFIELD
MONTELLA	SALEM
MONTEMARANO	REVERE
MONTEMURRO	CHESTER
MONTESANO SULLA MARCELLANA	JAMESTOWN
MONTESARCHIO	CHELSEA
MURO LUCANO	GASTONIA
NAPLES	PANTALOON
NISIDA	WEBSTER
NOCERA INF	SEATTLE
NOLA	NEWTON
OFANTO RIVER	HOLLEY
OGLIASTRO CILENTO	AUSTIN
OTTAVIANO	NEEDHAM
PAGANI	OLYMPIA
PALINURO	OLEAN
PALMA CAMPANIA	NORWOOD
PAOLISI	BROOKLINE
PERDIFUMO	WACO
PICENTINI MOUNTAINS	KNOXVILLE
PICERNO	BUTLER
PIETRAGALLA	COLUMBUS
PIGNOLA DI LUCAINA	NATCHEZ
PISCIOTTA	MIDDLETOWN
POGGIOMARINO	BELLINGHAM
POLLA	AMARILLO
POMIGLIANO D'ARCO	BAKER LAKE
PONTECAGNANO	SHELBY
PORTICI	WESTFIELD
POTENZA	BINFIELD
POZZUOLI	ROLVENDEN
PRATOLA SERRA	QUINCY
PROCIDA ISLAND	SOUTHBRIDGE
RAPOLLA	DULUTH
RESINA	WINCHESTER
RIONERO IN VULTURE	FARIBAULT
RIPACANDIDA	HIBBING
RIVELLO	BRISTOL
ROCCABASCERANA	DANVERS
ROCCADASPIDE	DALLAS
ROCCAPIEMONTE	VANCOUVER
ROCHETTA S. ANTONIO	MEMPHIS
ROCHETTA SCALO	ASHTABULA
ROME	SEMOLINA
ROTONDI	CAMBRIDGE
RUTINO	BATAVIA
SALA CONSILINA	GALVESTON
SALERNO	VULPINE
S. ANASTASIA	MILTON
S. ANTONIO	LAURENCE
S. GENNARO VESUVIANO	NORTHAMPTON
S. GIORGIO A CREM	WEYMOUTH
S. MARIA A VICO	BRAINTREE
S. MARIA CAPUA VETERE	ATTLEBORO
S. MARTINO VALLE CAUDINA	CHICOPEE
S. SEVERINO ROTA	SPOKANE
SANZA	HORNELL
SAPRI	SCARSDALE
SARNO	BREMERTON
SAURO RIVER	ALTOONA
SCAFATI	WORCESTER

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PLACE NAME	CODE NAME	PLACE NAME	CODE NAME
SELE RIVER	- BRYAN	TORRE DEL GRECO	- TANSLEY
SOLOFRA	- CONCORD	TORRE ORSAIA	- PEEKSKILL
SOMMA VESUVIANA	- NATICK	TRENTOLA	- HAVERHILL
SORRENTO	- BINGHAM	VALLATA	- GARDNER
SPINOSO	- RAWLINS	VALLO DELLA LUCANIA	- FREEPORT
STIO	- DUNKIRK	VENOSA	- MINNEAPOLIS
		VESUVIO MOUNTAIN	- JACKSON
TANAGRO RIVER	- HELENA	VICO EQUENSE	- GOLDSBORO
TAURASI	- DEDHAM	VIETRI SUL MARE	- ASHEVILLE
TEGIANO	- HOUSTON	VIGGIANO	- ERIE
TORCHIARA	- ALBANY	VILLA LITERNO	- ANDOVER
TORRE ANNUNZIATE	- BLEADON	VOLTURNO RIVER	- HACKENSACK

CODE NAME TO PLACE NAME

CODE NAME	PLACE NAME	CODE NAME	PLACE NAME
ABILENE	- ANLETTA	COLUMBUS	- PIETRAGALLA
ADAMS	- CANCELLO	CONCORD	- SOLOFRA
ALBANY	- TORCHIARA		
ALTOONA	- SAURO RIVER	DALLAS	- ROCCADASPIDE
AMARILLO	- POLLA	DANVERS	- ROCCABASCERANA
ANDOVER	- VILLA LITERNO	DEDHAM	- TAURASI
ARLINGTON	- ALBANOVA	DENISON	- ATENA LUCANA
ASHEVILLE	- VIETRI SUL MARE	DEPEW	- CALORE RIVER
ASHTABULA	- ROCHETTA SCALO	DINTY LAKE	- BENEVENTO
ATLEBORO	- S. MARIA CAPUA VETERE	DULUTH	- RAPOLLA
AUSTIN	- OGLIASTRO CILENTO	DUNKIRK	- STIO
BINFIELD	- POTENZA	DURHAM	- MONTECORVINO ROVELLA
BAKER LAKE	- POMIGLIANO D'ARCO		
BATAVIA	- RUTINO	ERIE	- VIGGIANO
BEDFORD	- CIMITILE	EVERETT	- ARIANO IRPINO
BELLINGHAM	- POGGIOMARINO		
BELMONT	- MARCIANISE	FARIBAULT	- RIONERO IN VULTURE
BEVERLY	- CASERTA	FAYETTEVILLE	- CASTELGRANDE
BILOXI	- FORENZA	FITCHBURG	- GROTTAMINARDA
BLEADON	- TORRE ANNUNZIATE	FRAMINGHAM	- FRIGENTO
BINGHAM	- SORRENTO	FREEPORT	- VALLO DELLA LUCANIA
BOSTON	- MADDALONI	FREMONT	- CONTURSI
BOYLE	- CAPUA		
BRAINERD	- MELFI	GASTONIA	- MURO LUCANO
BRAINTREE	- S. MARIA A VICO	GALVESTON	- SALA CONSILINA
BREMERTON	- SARNO	GARDNER	- VALLATA
BRIGHTON	- BRADANO RIVER	GLOUCESTER	- MINORI
BRISTOL	- RIVELLO	GOLDSBORO	- VICO EQUENSE
BROCKTON	- ARIENZO S. FELICO		-
BROOKLINE	- PAOLISI	GREENFIELD	- FRIGNANO
BRYAN	- SELE RIVER		
BUFFALO	- ALENTO RIVER	HACKENSACK	- VOLTURNO RIVER
BLAYNEY	- CASTELLAMARE DISTABIA	HARPSICHORD	- GOLFO DI SALERNO
BUTLER	- PICERNO	HASTINGS	- BUCCINO
CAMBRIDGE	- ROTONDI	HATTIESBURG	- BELLA
CASPER	- LAURENZANA	HAVERHILL	- TRENTOLA
CHATTANOOGA	- LAURIA	HELENA	- TONAGRO RIVER
CHELSEA	- MONTESARCHIO	HIBBING	- RIPACANDIDA
CHESTER	- MONTEMURRO	HICKORY	- CAPRI TOWN
CHEYENNE	- CORLETO PERTICARA	HOLLEY	- OFANTO RIVER
CHICOPEE	- S. MARTINO VALLE CAUDINA	HOLYOKE	- GIUGLIANO IN CAMP
		HORNELL	- SANZA
CLARKSDALE	- AVIGLIANO	HOUSTON	- TEGIANO
		JACKSON	- VESUVIO MOUNTAIN

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CODE NAME	PLACE NAME
JAMESTOWN	- MONTESANO SULLA MARCELLANA
KINGSPORT	- LATTARI MOUNTAINS
KINSTON	- BOCCA PICCOLA
KNOXVILLE	- PICENTINI MOUNTAINS
LACKAWANNA	- ASCEA
LARAMIE	- BASENTO RIVER
LAREDO	- CASTELLABATE
LAUREL	- BARAGIANO
LAWRENCE	- S. ANTONIO
LEOMINSTER	- MARANO DI NAPOLI
LEXINGTON	- ARZANO
LONGVIEW	- ANGRI
LOWELL	- CASORIA
MAIDEN	- FRATTAMAGGIORE
MARLBORO	- AFRAGOLA
MARLOW	- CAPRI ISLAND
MEDFORD	- ACERRA
MELROSE	- MARIGLIANO
MEMPHIS	- ROCHETTA S. ANTONIO
MIDDLETOWN	- PISCIOTTA
MILFORD	- CASALNUOVO DI NAPOLI
MILTON	- S. ANASTASIA
MINNEAPOLIS	- VENOSA
NATCHEZ	- PIGNOLA DI LUCAINA
NATICK	- SOMMA VESUVIANA
NORTHAMPTON	- S. GENNARO VESUVIANO
NORWOOD	- PALMA CAMPANIA
NEEDHAM	- OTTAVIANO
NEWBURYPORT	- AVELLA
NEWTON	- NOLA
OLEAN	- PALINURO
OLYMPIA	- PAGANI
OMAHA	- GIUNGANO
PANTALOON	- NAPLES
PEEKSKILL	- TORRE ORSAIA
PITTSFIELD	- FORINO
PLYMOUTH	- ATRIPALDA
PORTREE	- ISCHIA ISLAND
QUINCY	- PRATOLA SERRA

CODE NAME	PLACE NAME
RAWLINS	- SPINOSO
REDHILL	- AVELLINO
REVERE	- MONTEMARANO
RIFLE	- AGROPOLI
ROLVENDEN	- POZZUOLI
SALEM	- MONTELLA
SALISBURY	- MAIORI
SAUGUS	- CALITRI
SCANTLING	- GOLFO DI NAPOLI
SCARSDALE	- SAPRI
SCOTTSBLUFF	- BRIENZA
SCRANTON	- ARMENTO
SEATTLE	- NOCERA INF
SEMOLINA	- ROME
SHELBY	- PONTECAGNANO
SOUTHBRIDGE	- PROCIDA ISLAND
SPOKANE	- S. SEVERINO ROTA
SPRINGFIELD	- MONTE DI PROCIDA
TACOMA	- CASTEL SAN GIORGIO
TAUNTON	- AVERNO
TIDMARSH	- AMALFI
TANSLEY	- TORRE DEL GRECO
TROY	- LAGONEGRO
VANCOUVER	- ROCCAPIEMONTE
VICKSBURG	- ANZI
VULPINE	- SALERNO
WABASH	- BATTIPAGLIA
WACO	- PERDIFUMO
WAKEFIELD	- BACOLI
WALTHAM	- CANALE DI PROCIDA
WEBSTER	- NISIDA
WENATCHEE	- FISCIANO
WESTFIELD	- PORTICI
WEYMOUTH	- S. GIORGIO A CREM
WILMINGTON	- GOLFO DI POLICASTRO
WILSON	- EBOLI
WINCHESTER	- RESINA
WORCESTER	- SCAFATI
YAKIMA	- CAVA DE TIRRENI
YOUNGSTOWN	- AGRI RIVER

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Classification changed 18 June 1945 By command of Brig Gen [illegible] [illegible] Capt AC Actg Asst A.G.

[illegible] AVALANCHE

XII AIR SUPPORT COMMAND
APO 766
25 August 1943.

Admin. O)
No. 1)

MAPS. Any suitable map for area of operation.

1. Supply

a. Beach Heads - personnel, unit equipment, and supplies will be moved from beaches to airdromes in Ground Force, III ASAC and unit vehicles.

b. Class I Supplies

(1) Units moving by sea and air will carry 7 days normal rations with unit equipment and 2 days emergency rations carried by personnel. These rations are to be used after landing.

(2) To be obtained from beach dumps until dumps [illegible] up near airdromes.

(3) Water trailers will be filled with water [illegible] being shipped from Sicily. All canteens will be filled prior to embarking.

c. Class II Supplies

(1) Personnel will depart with serviceable clothing.

(2) From Service Group Quartermaster when set up near airdromes.

d. Class III Supplies

(1) All motor vehicles are to have full gasoline tanks and will carry 5 days supply of gasoline and oil.

1 day supply for Trucks [illegible] ton, 5 gal. gas. 1 qt. oil.
1 day supply other vehicles 10 gal. gas. 2 qt. oil.

(2) All gasoline and fuel oil operated equipment other than aircraft and motor vehicles will be provided with sufficient fuel for twenty hours operation per day for 7 days.

(3) From gasoline dumps established by Ground Forces and Service Command on beaches D Day. Later from dumps established near airdromes.

e. Class III - A Supplies

(1) Initially aviation fuel will be delivered to airdromes in returnable tins and drums.

(a) Advance echelons of all units will carry portable refueling pumps.

f. Class IV Supplies

(1) Motor Vehicles.

(a) For schedule of movement see appendix No. 1 to Admin. O No. 1.

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(4) [illegible] vehicles arriving on [illegible] prior to D-12 must be water-proofed. III ASAC will furnish materials at port of [illegible]. Units will do own waterproofing there two days prior to loading.

(2) Oxygen

(a) Ten-day supply carried with unit supplies.

(b) From Service Squadron dumps on beaches and later from dumps near airdromes.

(3) Medical Supply - from Service Command beach dumps, or Ground Force beach dumps when not available at Air Corps dumps.

(4) Engineer Supply - from Aviation Engineer Supply dumps on beaches.

g. Class IV - E Supplies

(1) Airplanes - report of replacements required to HQ., III ASAC on beach.

(2) Air Corps Supplies

(a) Air echelons will carry a 3-day level.

(b) The ground echelon of the assault squadron from each Group will carry a 10-day level for the entire Group.

(c) The remaining two squadrons arriving in follow-up convoys will carry two 10-day levels for the entire Group.

(d) Air echelon 111 Sq will carry 3-day level. Ground echelon will carry 10-day level.

h. Class V Supplies

(1) Bombs and ammunition from beach dumps and later from dumps established near airdromes.

(2) Individuals will carry number of rounds of ammunition normally carried.

2. Evacuation

a. Personnel

(1) Collecting Stations - initially by Ground Forces established on beaches.

(2) Tactical and Service Group medical Detachments will provide normal services.

b. Burial - by units in cemeteries established by Ground Forces.

c. Salvage - every effort will be made to salvage and reclaim all types and classes of supplies, utilizing every piece of equipment to maximum.

d. Captured Material - Turned over to Service Squadron. Will be protected against damage and destruction for examination of technical and intelligence personnel.

e. Prisoners of War - initially evacuation by units to beaches.

3. Airdromes

a. Construction, demining, repair by combat and aviation engineers.

b. Defense - Interior guard by unit personnel until arrival of Service Groups. Tactical units maintain airplane guards.

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4. Personnel

a. Replacements - Combat crew replacement will be automatic based on status reports. Other personnel thru normal channels.

b. Baggage

(1) Troops on assault convoys will carry only field bags and hand tools, tools to be loaded in vehicles, if possible. Other baggage will move with later echelons.

c. Uniform and Equipment

(1) Wool - to be drawn from Service Command in Milazzo area.

(2) Trousers, wool, shirt, wool, steel helmet.

(3) For air combat crews as prescribed by unit commander.

(4) Balance of clothing and equipment, same as prescribed for Sicily, less leggings.

5. Miscellaneous

a. Equipment - Move with full equipment in two or more echelons.

b. Packing

(1) For water movement.

(2) Boxes of size that can be manhandled.

(3) All vehicles will be fully loaded, overall height must be less than 11 feet, gross weight less than 10 tons. Vehicles exceeding 10 gross tons must be reported separately.

c. Marking - No change except "Dime" "Cent" "Joss" should be removed.

d. Loading in Convoy

(1) Drivers will remain with vehicles until arrival at destination.

(2) Units, equipment and transportation will be destributed between ships in the convoy to prevent undue loss, until situation warrants otherwise. The distribution will normally be between two LST's.

e. Bomb Disposal - to be accomplished by bomb desposal sections of Ordnance Companies (AB).

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f. Unloading on Beaches

(1) At each 10th Corps beach (North of river) will be an RAF Beach Brick Component. At each 6th Corps beach (South of river) will be a Beach Party of the III Air Service Area Command. Units landing on beaches will report to one of these installations, according to the beach on which landing was made, to receive instructions concerning concentration of vehicles and personnel, and for orders to leave the beach area.

By Command of Major General HOUSE:

W. [illegible],
Colonel, Air Corps,
Chief of Staff.

OFFICAL:

H. A. Ruhe
H. A. RUHE,
Major, Air Corps,
Asst. Chief of Staff, A-4.

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XII AIR SUPPORT COMMAND

BIGOT - AVALANCHE

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MOVEMENT BY SEA FROM MILAZZO

Appendix #1, Admin. Order #1

25 August 1943

D-DAY CONVOY

XII AIR SUPPORT COMMAND	PERSONNEL	VEHICLES
Det. Hq. XII A. S. C.	25	5
Det. Hq. 64th Fighter Wing	50	~~136~~/4
Bal. Hq. Det. 31st Fighter Group	34	2
308th Sq., 31st Fighter Group	160	20
927th Signal Battalion, A. S. C.	264	75
52nd Fighter Control Sqdn.	88	30
Prov. Signal Air Warning Battalion	251	42
23rd F U, 329 W G	48	9
GCI/COL	49	14
R. A. F.		
324 Wing Adv. Party	20	4
324 ALO	5	2
324 Sig. Sect. A Party	35	8
½ 225 Sq (TAC/R) A Party	86	12
P R O	5	2
P R O, Film Unit	4	1
3203 Servicing Commando	153	15
3226 Servicing Commando	200	19
No. 1 Wing Sigs. Sect (AFS)	51	4
½ No. 54 Line Section (AFS)	34	10
Capture Intelligence Party No. 3 (SD)	6	3
Capture Intelligence Party No 4 (Tec)	44	4
III AIR SERVICE AREA COMMAND		
Hq. Det. III A. S. A. C.	35	12
Det. 1983 QM Truck Co.	54	21
Det. 1658 Ord. Co. (MM)	11	4
Det. 1062 Sig. Co.	39	5
Det. Ord. Co. (AMN) AB	72	4

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D ≠ 1 CONVOY

BIGOT - AVALANCHE SECRET

XII AIR SUPPORT COMMAND	PERSONNEL	VEHICLES
Hq Det XII ASC	25	10
½ Ground Echelon 111 Obs. Sq	75	10
Bal Hq Det 33 Fighter Group	34	2
59th Sq 33 Fighter Group	160	20
½ Ground Echelon 99 Fighter Sq	80	10
927 Sig Bn A.S.C.	~~5~~ 43	~~38~~ 13
3 A.S. Comm Sq	65	23
Prov AW Sig Bn	21	9
Br. A.L.P.	28	10
R.A.F.		
322 Wing ADV Party	20	4
" ALO	5	2
" Sigs Sect 'A' Party	35	8
½ 600 (NF) Sq	52	20
7 A.S.C.	30	10
British Naval Party	40	20

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D + 1 CONVOY

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XII AIR SUPPORT COMMAND	PERSONNEL	VEHICLES
Hq Det XII ASC	25	10
½ Ground Echelon 111 Obs. Sq	75	10
Bal Hq Det 33 Fighter Group	34	2
59th Sq 33 Fighter Group	160	20
½ Ground Echelon 99 Fighter Sq	80	10
927 Sig Bn A.S.C.	543	33 13
3 A.S. Comm Sq	65	23
Prov AW Sig Bn	21	9
Br. A.L.P.	28	10

R.A.F.		
322 Wing ADV Party	20	4
" ALO	5	2
" Sigs Sect 'A' Party	35	8
½ 600 (NF) Sq	52	20
7 A.S.C.	30	10
British Naval Party	40	20

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XII ASC	PERSONNEL	VEHICLES
307 Sq. 31 Fighter Group	160	30
58 Sq. 33 Fighter Group	160	50
Bal. Hq. Det. 27 Bomb Group (D)	34	2
16 Sq. 27 Bomb Group (D)	160	20
Bal. Hq Det. 86 Bomb Group (D)	34	2
312 Sq. 86 Bomb Group (D)	160	20
3 A.S. Comm. Sq.	49	25
82 Fighter Control Sq.	37	21
Prov. AF Sig. Bn	133	26
Wireless Obs. (Br)	55	9
[illegible]/COL	98	28
[illegible]/COL Bal.	15	[illegible]
439 Sig. Cons. Bn.	164	52
Det. 12th Weather Sq.	15	5
RAF		
324 Wing "A" Party	10	7
43 Sq. "A" Party	27	12
73 Sq. "A" Party	[illegible]	12
93 Sq. "A" Party	[illegible]	12
111 Sq. "A" Party	[illegible]	12
24[illegible] Sq. "A" Party	[illegible]	12
155 [illegible] Det.	1[illegible]	3
11 [illegible] Det.	30	4 (Includes 1 crane)
[illegible] Adv. Part	14	3
[illegible] Disposal	4	1
[illegible] and Film Unit	21	[illegible]
XII ASAC		
Hq. 41st Service Group	17	2
306th Service Sq.	141	7
1051 Ordnance Co.	52	14
3983 QM Truck Co.	49	33
[illegible] Ordnance (MM) Co.	57	5
10[illegible] Sig. Co.	5	3
BRITISH NAVAL PARTY	20	9

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	PERSONNEL	VEHICLES
XII AIR SUPPORT COMMAND		
309th Sq., 31st Fighter Group	160	68
60th Sq., 33rd Fighter Group	160	58
Bal. 99th Fighter Sqdn.	80	42
82nd Fighter Control Squadron	89	50
Prov. A. W. Sig. Bn.	185	23
MSSU (Br)	61	19
Wireless Obs. (Br)	22	4
GCI/COL (Br)	49	14
MRU (Br)	33	13
. F.		
322 Wing "A" Party	10	7
81 Sq. A Party	87	12
152 Sq. A Party	87	12
154 Sq. A Party	87	12
232 Sq. A Party	87	12
242 Sq. A Party	87	12
½ 225 Sq. (TAC/R) A Party	30	6
108 RSU Det.	30	4 (Includes 1 crane)
135 ASP Main	85	20
Capture Intelligence Party No. 3 (SD)	3	1
Capture Intelligence Party No. 4 (Tec)	45	4
½ No. 54 Line Section AFS	33	13
No. 35 Wing Section	49	4
No. 1 Company Hq.	13	4
III ASAC		
Hq. Det. 41st Service Group	62	2
Det. 306th Service Sqdn.	81	6
Det. 26th Service Sqdn.	141	7
1986 QM Truck Co.	54	39

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XII AIR SUPPORT COMMAND	PERSONNEL	VEHICLES
17th Sqdn., 27th Bomb Group (D)	160	45
309th Sq., 86th Bomb Group (D).	160	45
Det. Hq., 64th Fighter Wing	130	36
Det. 47th Bomb Group(L)	4	5
82nd Fighter Control Sqdn.	34	35
Prov. Sig. A. W. Bn.	145	50
Wireless Observer (Br)	45	12
GCI/COL (Br)	98	28
MRU (B r)	33	13
. A. F.		
324 Hq. B Party	26	8
324 ALO	5	2
324 Sigs. Sect. B Party	23	6
72 Sq. B Party	93	17
43 Sq. B Party	93	17
93 Sq. B Party	93	17
111th Sq. B Party	93	17
243 Sq. B Party	93	17
III AIR SERVICE AREA COMMAND		
Det. Hq. 332 Service Group	18	4
57th Service Sq.	141	16
26th Service Sq.	81	6
1986th QM Truck Co.	50	20
321st Service Sq.	141	7

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	PERSONNEL	VEHICLES
XII ASC		
91 Sq. 27 Bomb Group (D)	160	85
310 Sq. 86 Bomb Group (D)	160	100
3 A.S. Comm. Sq.	106	44
439 Sig. Const. Bn.	231	51
R. A. F.		
322 Wing Hq. "B" Party	26	8
322 ALO	5	2
322 Sig. Sect. "B" Party	23	6
81 Sq. "B" Party	93	17
154 Sq. "B" Party	93	17
232 Sq. "B" Party	93	17
252 Sq. "B" Party	93	17
152 Sq. "B" Party	93	17
MFH Balance	60	22
III ASAC		
Hq. Det. III ASAC	90	16
306 Service Group	320	38

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R.A.F.	PERSONNEL	VEHICLES
11 FSU Main Party	170	56
Bal. 324 Wing Hq.	18	2
Bal. 43 Sq.	45	4
Bal. 73 Sq.	45	4
Bal. 93 Sq.	45	4
Bal. 111 Sq.	45	4
Bal. 243 Sq.	45	4
135 ASP Rear Party	60	20
108 RSU Main Party	170	56
Bal. 322 Wing Hq.	18	2
Bal. 81 Sq.	45	4
Bal. 152 Sq.	45	4
Bal. 15[illegible] Sq.	45	4
Bal. 232 Sq.	45	4
Bal. 242 Sq.	45	4

III ASAC

Det. Hq. & Hq. Sq. III ASAC	73	4
Det. 1062 Sig. Co.	34	10
Det. 1051 Ord. Co.	32	13
Det. 1127 QM Co.	81	4
Det. 1658 Ord. Co/MM)	[illegible]	2
Det. 1640 Ord. Co. (MM)	[illegible]	11
Hq. & Hq. Sq. 332 Service Group	132	3
57 Service Sq.	81	6
321 Service Sq.	81	6
1059 Sig. Co.	78	18
1636 Ord. Co. (MM)	48	11
1683 Ord. Co. (MM)	48	11
1110 QM Co.	81	4
1971 Truck Co.	97	55
1974 Truck Co.	97	55
1032 Ord. Co.	64	27

XII AIR SUPPORT COMMAND

BIGOT AVALANCHE

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AIR MOVEMENT SCHEDULE

APPENDIX # 2 ADMIN. O. NO. 1.

25 August 1943.

UNIT	TENTATIVE DAY OF ARRIVAL	PERSONNEL	BAGGAGE AND EQUIPMENT
31st Fighter Group (1/2 Hq. Det., 307 Sq 309 Sq. Air Echelons)	D Day	232	40,000# 5 Jeeps 12,000# 4 Trailers ¼ Ton 3200# 3 Water Trailer 6,000#
Det. XII Weather Sq.	D Day	6	900# 1 Jeep 2,800#
ADV. PARTY GR. PERS. 1/2 600 Sq. RAF	D+1	80	38,000#
1/2 111 Observation Sq. Air Echelon	D+1	80	12,000# 2 Jeeps 4800 # 1 Trailer 1/4 Ton 800# 1 Trailer Water 2,000#
Det. "A Party 324th Wg Hq.	D+1	~~15~~ 25	6500 ~~2,500~~#
Det. "A Party 322 Wg Hq	D+2	~~15~~ 40	8000#
33 Fighter Group (1/2 Hq Det. 58 Sq. 60 Sq Air Echelon)	D+3	225	40,000# 5 Jeeps 12,000# 4 Trailers 1/4 Ton 3200# 3 Trailers water 6,000#
99 Fighter Sq. Air Echelon	D+3	128	30,000# 3 Jeeps 7,200# 2 Trailers 1/4 Ton 1,600# 1 Trailer Water 2,000#
27 Bomb Group (D) (1/2 Hq Det. 17 Sq 91 Sq Air Echelon)	D+5	225	40,000# 5 Jeeps 12,000# 4 Trailers ¼ Ton 3200# 3 Trailers Water 6000#
86 Bomb Group (D) (1/2 Hq. Det. 309 Sq. 310 Sq Air Echelon)	D+5	225	40,000# 5 Jeeps 12,000# 4 Trailers 1/4 Ton 3,200# 3 Trailers Water 6,000#

* Units will move out on call from XII ASC Advance Headquarters

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BIGOT-AVALANC.

HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 766

4 September 1943.

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APPENDIX)
NO.....3)

ADMIN..0)
NO.....1)

AIR MOVEMENT INSTRUCTIONS

1. Tentative schedule of air movements of air echelons of [illegible] as listed on Appendix No. 2, Admin. O No. 1, 25 August 1943 and [illegible] No. 1 and 2.

2. No unit will move by air until called forward by Advance Hqs. XII ASC through Rear Hqs., XII ASC.

3. The personnel, equipment, and weight of baggage and equipment (excludes weight of personnel) to be moved, will be as listed on Appendix No. 2, Admin O No. 1.

4. When Rear Hqs., XII ASC receives the order to dispatch a certain unit to Windsock, Rear Hqs. will notify 216 Group of the number of personnel, the types and weights of large pieces of equipment (jeeps, trailers, etc.), and weights of baggage and equipment to be moved, and the time and place transports are to report. Rear Hqs., XII ASC will also notify the units to be moved when transports will arrive. 216 Group determines the number of transports to be furnished from the total weight to be lifted.

5. Since the call forward of units moving by air depends on the tactical situation and the procurement of airdromes, all units listed on Appendix No. 2, Admin O No. 1, must be prepared to move on a few hours notice beginning D Day. It is emphasized that Appendix No. 2, Admin. O No. 1 is only a tentative schedule.

6. Regardless of the orders received by U.S. units to move ground echelons, the last follow-up squadron ground echelon must remain until combat and air echelons have departed. When this occurs, Rear Hqs., XII ASC will alter the Ferry schedule for movement of last follow-up squadron ground echelon accordingly.

Continued...........

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Continued........

7. Units will provide own air cover for transports moving their air echelons. When this is not possible, Rear Hqs., XII ASC will arrange for air cover.

By Command of Major General HOUSE:

SAMUEL [illegible]
Lt. Col., [illegible]
Adjutant Gen[illegible]

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BIGOT-AVALANCHE

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XII AIR SUPPORT COMMAND (Rear)
APO 766

29 August 1943

AMENDMENT)
NO......1)

TO

ADMIN. O.)
NO......1)

Appendix No. 1, Administrative Order No. 1, 25 August 1943

D ≠ 1 CONVOY

Change to read:-	Personnel	Vehicles
59th Sqdn., 33rd Fighter Group	260	20
2nd A. S. Comm. Sqdn. instead of 3rd A. S. Comm. Sqdn.	65	23

D ≠ 3 CONVOY

Change to read:-	Personnel	Vehicles
16th Sqdn., 27th Bomb Group (D)	260	20
312th Sqdn., 86th Bomb Group (D)	260	20
2nd A. S. Comm. Sqdn. instead of 3rd A. S. Comm. Sqdn.	49	25

Appendix No. 2 Administrative Order No. 1, 25 August 1943

Change to read:-	Tentative Day of Arrival	Personnel	Baggage and Equipment
Det. "A" Party 324th Wg. Hq.	D ≠ 1	15	4,000 lbs.
Det. "A" Party 322nd Wg. Hq.	D ≠ 2	15	4,000 lbs.

By command of Major General HOUSE:

W. S. Gravely
W. S. GRAVELY,
Colonel, Air Corps,
Chief of Staff.

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BIGOT-AVALANCHE

XII AIR SUPPORT COMMAND (REAR)
APO 766

4 September 1943.

AMENDMENT)
)
NO......2)

TO

ADMIN. O)

NO......1)

Appendix No. 1, Administrative Order No. 1, 25 August 1943.

D ≠ 3 CONVOY

Change to read:-

	Personnel	Vehicles
43 Sq "A" Party	100	12
72 Sq "A" Party instead of 73 Sq	100	12
93 Sq "A" Party	100	12
111 Sq "A" Party	100	12
243 Sq "A" Party	100	12
Delete:- Bomb Disposal	4	1

D ≠ 6 CONVOY

Change to read:-

	Personnel	Vehicles
81 Sq "A" Party	100	12
152 Sq "A" Party	100	12
154 Sq "A" Party	100	12
232 Sq "A" Party	100	12
242 Sq "A" Party	100	12
½ 225 Sq (TAC/R) "B" Party	30	6
11 FSU instead of 108 RSU Det	30	4 (Include crane)

Add:-

	Personnel	Vehicles
30 MFH Balance	60	22
322 Wing ALO	5	2

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BIGOT-AVALANCHE

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D ≠ 9 CONVOY

Change to read:-	Personnel	Vehicles
ADV HQ TBF, instead of Det 47 Bomb Group	4	5
72 Sq "B" Party	115	17
43 Sq "B" Party	115	17
93 Sq "B" Party	115	17
111 Sq "B" Party	115	17
243 Sq "B" Party	115	17
Add:-		
6037, 6038 LWS	26	4
907 Sig Bn Depot Avn	297	35

D ≠ 12 CONVOY

Change to read:-

322 Wg Hq "B" Party	29	8
322 Sig Sect "B" Party	26	6
81 Sq "B" Party	115	13
154 Sq "B" Party	115	10
232 Sq "B" Party	115	10
242 Sq "B" Party instead of 252 Sq	115	16
152 Sq "B" Party	115	11

Appendix # 2 Admin O. No. 1.

Change to read:-	Personnel	Baggage & Equipment
Adv Party Gr. Pers		
½ 600 Sq RAF	80	38,000#
Det "A" Party 324 Wg Hq	25	6,500#
Det "A" Party 322 Wg Hq	40	8,000#

By Command of Major General HOUSE:

Samuel J. Blocher
SAMUEL J. BLOCHER,
Lt. Col., A. G. D.
Adjutant General.

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 766

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29 August 1943

COPY #

Classification Changed 10 [illegible] 1946 By command of [illegible]

OPERATIONAL PLAN "AVALANCHE"

1. INFORMATION

a. Operation AVALANCHE involves a joint air and amphibious assault against the mainland of ITALY in the GULF OF SALERNO region for the purpose of cutting off enemy forces to the SOUTHEAST and to establish air bases for the further conquest of the country to the North.

b. AVALANCHE will follow by 5 - 9 days the launching of operation BAYTOWN which is an attack against the Italian mainland across the STRAITS OF MESSINA. "D" Day will be announced later.

c. The initial AVALANCHE landing force will be comprised of advance ground elements of the Air Force and units of the 5th American Army.

d. Airborne troops will be involved in the operation, probably on the night of D-1/D. The supply of these airborne units by air will continue nightly until contact with the amphibious elements has been established.

e. A carrier force of approximately 110 fighter aircraft (SEAFIRES) will be employed for convoy coverage prior to and during the assault.

f. Airfields are now being prepared in the MILAZZO area to accommodate shorter range aircraft to engage in cover missions during the assault stage. P-38 units will be based in the CATANIA plain.

2. MISSION OF THE AIR FORCE

a. Engage and destroy the enemy air strength in the air and on the ground. This is to be accomplished by engaging the enemy Air Force in air combat and by bombardment of his airfields and dispersal areas.

b. Disrupt enemy communications throughout Italy in order to prevent the movement of enemy reinforcements to the assault area and to break the enemy's will to resist.

c. Destroy enemy equipment, facilities and defensive installations, by increasing intensity of day and night attack.

d. Provide direct fighter cover over the assault convoy prior to and during the actual assault, and to neutralize enemy opposition to the movements of follow-up convoys.

e. Provide cover to friendly troops in the assault area.

f. After friendly air units are established ashore, and local air superiority has been established, to provide direct support to the advance of friendly ground troops.

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3. UNITS AVAILABLE

The following combat air units will operate under the XII Air Support Command:

UNIT	TYPE A/C	DATE AVAILABLE
31 FIGHTER GROUP	SPITFIRES (AM)	ASSIGNED
322 WING	SPITFIRES (BR)	D-1
324 WING	SPITFIRES (BR)	D-1
1ST FIGHTER GROUP	P-38 (AM)	D-3
14TH FIGHTER GROUP	P-38 (AM)	D-3
82ND FIGHTER GROUP	P-38 (AM)	D-3
27TH FIGHTER-BOMBER GROUP	A-36 (AM)	ASSIGNED
86TH FIGHTER-BOMBER GROUP	A-36 (AM)	ASSIGNED
111 FIGHTER SQ (TAC/R)	P-51 (AM)	ASSIGNED
225 SQUADRON (TAC/R)	SPITFIRE (BR)	D-1
33RD FIGHTER GROUP	P-40 (AM)	ASSIGNED
326 WING	BOSTONS (BR)	D-1
3 SAAF WING	BALT. & BOSTON (BR)	D-1
12TH BOMB GROUP	B-25 (AM)	D-1
340TH BOMB GROUP	B-25 (AM)	D-1
600 SQUADRON	BEAUFIGHTER (BR)	D-1
255 SQUADRON	BEAUFIGHTER (AM)	D-1
23 SQUADRON	MOSQUITO (BR)	——

NOTES

(1) In addition to the above, fighter units of the Desert Air Force will be available should the need arise.

(2) It is not contemplated that 33 Group will be employed until such time as it is based in Italy.

(3) All day fighter units will operate under the direction of 64th Fighter Wing.

(4) 23 Squadron will conduct night intruder operations under AOC Malta.

(5) Night Fighters will be based in Sicily and brought up as required.

(6) Tac/R Missions will be dispatched by C. G., 64 Wing.

(7) Bombardment units will operate under TBF on an allocation basis. Until such time as conditions permit, these units will be employed for night bombing.

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4. FIGHTER DIRECTION

a. During the assault stage and until OPS facilities are established ashore, all land-based fighters in the assault area will come under direct control of the Headquarters Ship (U.S.S. ANCON) whose call sign will be CONSTANT. All single-engine land-based fighters will be controlled on "A" channel. All twin-engine fighters will be controlled on "C" channel.

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HEADQUARTERS, XII AIR SUPPORT COMMAND
APO 766

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29 August 1943

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SUBJECT: Operational Directive AVALANCHE.

TO : Commanding General, 64th Fighter Wing.

1. In furtherance of the mission promulgated in XII ASC Operational Plan "AVALANCHE", it is directed that the following missions be performed by units as indicated during the preliminary and assault phases of Operation AVALANCHE:-

a. Provide cover in the assault area in accordance with schedules contained in Annexes #1, #2 and #3 (attached) beginning 'D' Day and repeating daily until instructed to contrary.

b. Conduct tactical reconnaissance missions beginning at first light on 'D' Day and repeat daily in accordance with schedule contained in Annex #4 (attached) until instructed to contrary. Missions will be directed primarily to observe and report enemy troop movements and concentrations in the area and roadnets requested by the Army in Annex #5 (attached).

c. Maintain one (1) P-40 squadron at readiness in the MILAZZO area from 0600 to 1800 daily beginning 'D' day to accept road targets within range. These missions will be selected and dispatched by you based on Tac/R reports.

d. Provide assistance to COASTAL COMMAND for convoy cover on D-1 in accordance with provisions of operational plan. The schedule for this cover will be forwarded to you at a later date.

e. Provide protection for friendly shipping in area north of SICILY and east of NORTH/SOUTH line through CAPE ORLANDO from present to D-1 inclusive.

Edwin J. House

EDWIN J. HOUSE,
Major General, USA,
Commanding.

DISTRIBUTION:

CG, 64th FIGHTER WING	1-15
AOC, NATAF	16-20
CG, NAAF	21-25
CG, NASAF	26-28
AOC, NACAF	29-30
CG, 62nd FIGHTER WING	31-35
CG, 5th Army	36-40
AOC, DAF	41-43
AOC, TBF	44-45
CONTROLLER "ANCON"	46-50
O.C. NAVAL TASK FORCE (THRU NLO)	51-54
O.C. NAVAL CARRIER FORCE (THRU NLO)	55-58
RETAIN	59-75

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b. HMS HILARY using call MATTOCK will serve as standby ship for the ANCON.

c. HMS ULSTER QUEEN, using HF, will control carrier borne fighters.

d. USS ANCON will serve as standby for the ULSTER QUEEN.

e. When established ashore, fighter OPS of the 64th Wing (Call Sign CHANGER) will control all fighters in the NAPLES SECTOR. All U.S. and British Air Force VHF channels will be operative.

f. Desert Air Force forward fighter control (Call Sign PYREX) will exercise fighter control in the MILAZZO area. All channels will be operative. Control will be exercised primarily on "B" channel.

g. R/T procedure will be in accordance with instructions contained in Signal Operating Instructions.

NOTE: Emergency communications between the control ship and bombardment aircraft of TBF will be transmitted on 5610 Kc. The call sign CRUMPET will be used for such communications.

5. CONVOY COVERAGE

a. Convoy coverage up to and including D-1 will be a responsibility of COASTAL COMMAND. The XII Air Support Command will assist by making available to COASTAL COMMAND on D-1 a total of seventy-two (72) two-hour P-38 sorties plus six (6) one-hour P-38 sorties. In addition twelve (12) P-38's will be available at PALERMO on emergency call from 1200 to 1830 on D-1.

b. Beginning at last light on D-1 and continuing as required, all night and day coverage in the battle area will be the responsibility of the XII Air Support Command.

6. DETAILED MISSIONS

a. 64th Fighter Wing

(1) To provide maximum day cover within the capabilities of units in accordance with the programme set forth in the Operational DIRECTIVE (copy attached). This cover will continue daily until instructions to the contrary are received from Adv. Hq. XII ASC, aboard the Headquarters Ship.

(2) Be prepared to accept fighter-bomber missions against targets as far north as the assault area beginning D-7.

(3) Be prepared to accept escort missions for day bombers to the assault area beginning D plus 1.

(4) To establish fighter control facilities in the battle area as soon as the ground situation will permit.

(5) To operate fighter direction from OPS center in the battle area when turned over by the Headquarters Ship.

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(6) To dispatch fighters to bases in the battle area on receipt of instructions from Rear Headquarters, XII ASC beginning D day.

(7) To conduct Tactical Reconnaissance Missions throughout the battle area beginning D day.

b. Tactical Bomber Force

(1) To accept medium day bomber targets in the battle area beginning D day.

(2) To conduct intensive night operations against targets in the battle area in accordance with schedule provided by NATAF beginning D-7 and to continue until shifted to day targets.

c. 600 and 255 Squadrons

(1) To provide continuous patrol of two (2) aircraft each nightly from last light to first light in the battle area beginning last light D-1.

7. ROUTINGS

a. All fighter aircraft approaching the battle area will follow the course MILAZZO-STROMBOLI-CAPE PALINURA thence Northwest along the coast line. On departure the reciprocal headings will be taken. Flight leaders will check in with the Headquarters Control Ship after passing CAPE PALINURA on the approach.

8. DISPOSITION OF COVER IN BATTLE AREA

a. Fighters will normally be positioned in the battle area as follows:-

TYPE	ALTITUDE	PATROL LINE
SEAFIRES	12000-16000	North Flank-SALERNO-CAPRI to West.
SPITFIRES	16000-20000	SALERNO-AGROPOLI
P-38	10000-14000	CAPRI-SALERNO and AGROPOLI-PISCIOTTA
A-36	5000-7000	SALERNO-AGROPOLI and SALERNO-CAPRI

b. Individual flight on being dispatched by the 64th Wing will be assigned to a specific patrol line which will be maintained at above indicated altitudes unless reassigned by the Fighter Controller in the battle area.

c. The following code names will apply to assigned patrol areas:-

SALERNO-AGROPOLI	---	PEACHES
SALERNO-CAPRI	---	APPLES
AGROPOLI-PISCIOTTA	---	PEARS

d. Units which have not been engaged during the patrol period will be prepared in emergency to accept diversion from the return route in order to take on road target to the Southeast prior to returning to Base.

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9. EMPLOYMENT OF ACK-ACK

a. It has been agreed that Ack-Ack, both shipborne and on beaches, will be employed in accordance with the provisions of AIR DEFENSE INSTRUCTIONS NO. 1, AF HQ, dated 2 July 1943.

b. The area defined by the following points has been defined as an IAZ.

39° 42' N	14° 07' E
40° 09' N	13° 53' E
40° 21' N	14° 50' E
39° 54' N	14° 44' E

c. It has also been agreed that aircraft will not fly over friendly shipping at an altitude of less than 6000 feet except when engaging hostile aircraft. Shipboard Ack Ack will engage any aircraft within the IAZ at any altitude and also any aircraft under 3000 feet without the IAZ. Ack Ack will not engage aircraft above 3000 feet without the IAZ unless positively identified as hostile or unless an hostile act is made.

10. DISPOSITION OF LONG RANGE TANKS

a. Should it become necessary for fighter aircraft on patrol to release long range tanks, every effort should be made to accomplish the release in such a manner as to avoid giving ground or sea-borne units the illusion of dropping bombs.

11. BOMBLINES

a. The Army Commander has agreed to furnish progressive provisional bomblines to cover friendly troops in the beaches. These lines will be forwarded when made available. It must be remembered that bomblines so given are subject to revision during the actual operation.

b. Latest bombline information will be passed from Hq. XII ASC at ~~0800~~ 1800 and 2000 daily, and at such other times as the situation dictates.

12. PREVENTION OF GAPS IN PATROLS

a. Each flight leader of a fighter unit will arrange for the reassembly of his unit after any engagement with the enemy. If conditions permit, the flight will resume patrol after reassembly and all flights will leave the battle area only on being dismissed by the controller. In this connection, individual pilots should be warned to conserve ammunition so as not to exhaust their supply needlessly.

13. TAC/R REPORTS

a. Tac/R information will be passed to forward units promptly, using the following channels:-

(1) Information of immediate value such as large enemy concentrations will be broadcast in the clear by the Tac/R pilot to Headquarters Ship on "C" channel.

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(2) On return to base, enemy information will be broadcast in the clear when the nature of the information is such as would limit its value after considering encoding and decoding time.

(3) Complete coded Tac/R information (coded) will be passed forward with minimum delay.

14. SYNCHRONIZATION OF TIME PIECES

a. Since proper adherence to patrol and other schedules will require careful coordination of time pieces, the BBC time signals which are broadcast throughout the day will be accepted as "OFFICIAL". All clocks, watches, etc., employed in the operation will be calibrated against the official time signal at least once daily.

EDWIN J. HOUSE
Major General, USA,
Commanding.

DISTRIBUTION:	Copies Number:
ACC NATAF	1-20
CG, 64 Fighter Wing	21-40
ACC, TBF	41-43
ACC, Desert Air Force	44-46
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HEADQUARTERS, XII AIR SUPPORT COMMAND
APO 766

E-TCD-jgl

29 August 1943

ANNEX #1 To XII ASC OPERATIONAL DIRECTIVE "AVALANCHE"

SCHEDULE FOR A-36 AIRCRAFT

MISSION NO.	NO. AIRCRAFT	ARRIVE TARGET	LEAVE TARGET
1	12	0610B	0710B
2	8	0640	0740
3	8	0710	0810
4	8	0740	0840
5	8	0810	0910
6	8	0840	0940
7	8	0910	1010
8	8	0940	1040
9	8	1010	1110
10	8	1040	1140
11	8	1110	1210
12	8	1140	1240
13	8	1210	1310
14	8	1240	1340
15	8	1310	1410
16	8	1340	1440
17	8	1410	1510
18	8	1440	1540
19	8	1510	1610
20	8	1540	1640
21	8	1610	1710
22	8	1640	1740
23	8	1710	1810
24	8	1740	1840
25	8	1810	1910
26	8	1840	1940
27	8	1910	1940
	220		

(1) EACH MISSION WILL GIVE ITS APPROPRIATE MISSION NUMBER IN ADDITION TO ITS CODE CALL WHEN IDENTIFYING ITSELF TO ANY CONTROL STATION.

(2) SAME MISSION NUMBERS APPLY ON ALL DAYS SCHEDULE IS REPEATED.

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 763

E-TCD-rhs

29 August 1943

ANNEX #2 to XII ASC OPERATIONAL DIRECTIVE "AVALANCHE"

SCHEDULE FOR SPITFIRE AIRCRAFT

MISSION NO.	NO. AIRCRAFT	ARRIVE TARGET	LEAVE TARGET
101	12	0745B	0810B
102	12	0810	0835
103	12	0835	0900
104	12	0900	0925
105	12	0925	0950
106	12	0950	1015
107	12	1015	1040
108	12	1040	1105
109	12	1105	1130
110	12	1130	1155
111	12	1155	1220
112	12	1220	1245
113	12	1245	1310
114	12	1310	1335
115	12	1335	1400
116	12	1400	1425
117	12	1425	1450
118	12	1450	1515
119	12	1515	1540
120	12	1540	1605
121	12	1605	1630
122	12	1630	1655
123	12	1655	1720
124	12	1720	1745
125	12	1745	1810
	300		

(1) EACH MISSION WILL GIVE ITS APPROPRIATE MISSION NUMBER IN ADDITION TO ITS CODE CALL WHEN IDENTIFYING ITSELF TO ANY CONTROL STATION.

(2) SAME MISSION NUMBERS APPLY ON ALL DAYS SCHEDULE IS REPEATED.

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 76[illegible]

E-TCD-jgl

29 August 1943

ANNEX #3 to XII ASC OPERATIONAL DIRECTIVE "AVALANCHE"

SCHEDULE FOR P-38 AIRCRAFT

MISSION NO.	NO. AIRCRAFT	ARRIVE TARGET	LEAVE TARGET
201	18	0610B	0710B
202	12	0640	0740
203	12	0710	0810
204	12	0740	0840
205	12	0810	0910
206	12	0840	0940
207	12	0910	1010
208	12	0940	1040
209	12	1010	1110
210	12	1040	1140
211	12	1110	1210
212	12	1140	1240
213	12	1210	1310
214	12	1240	1340
215	12	1310	1410
216	12	1340	1440
217	12	1410	1510
218	12	1440	1540
219	12	1510	1610
220	12	1540	1640
221	12	1610	1710
222	12	1640	1740
223	12	1710	1810
224	12	1740	1840
225	12	1810	1910
226	12	1840	1940
227	12	1910	1940
	330		

(1) EACH MISSION WILL GIVE ITS APPROPRIATE MISSION NUMBER IN ADDITION TO ITS CODE CALL WHEN IDENTIFYING ITSELF TO ANY CONTROL STATION.

(2) SAME MISSION NUMBERS APPLY ON ALL DAYS SCHEDULE IS REPEATED.

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 766

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29 August 1943

ANNEX #4 TO XII ASC OPERATIONAL DIRECTIVE "AVALANCHE"

SCHEDULE FOR TACTICAL RECONNAISSANCE
(All times Local)

MISSION NO.	NO. AIRCRAFT	TYPE	ENTER BATTLE AREA
301	2	P-51	0715B
302	2	SPITFIRE	0745
303	2	P-51	0815
304	2	SPITFIRE	0900
305	2	P-51	0930
306	2	SPITFIRE	1015
307	2	P-51	1115
308	2	SPITFIRE	1145
309	2	P-51	1300
310	2	SPITFIRE	1400
311	2	P-51	1445
312	2	SPITFIRE	1600
313	2	P-51	1645
314	2	SPITFIRE	1730
315	2	P-51	1830
	30		

NOTES:

(1) P-51 type will normally cover the Northern half of the battle area.

(2) Spitfires will normally cover the Southern half of the battle area.

(3) All Tac/R missions will be routed back overland to observe and report any movements from TOE area.

(4) Time in the battle area will be consistent with accomplishment of the mission.

(5) EACH MISSION WILL GIVE ITS APPROPRIATE MISSION NUMBER IN ADDITION TO ITS CODE CALL WHEN IDENTIFYING ITSELF TO ANY CONTROL STATION.

(6) SAME MISSION NUMBERS APPLY ON ALL DAYS SCHEDULE IS REPEATED.

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BIGOT AVALANCHE [redacted]

HEADQUARTERS XII AIR SUPPORT COMMAND

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A[illegible]6, U. S. Army
[illegible]0 August 1943

Classification changed 8 June 1945 By command of [illegible]

SUBJECT : Movement Orders.

TO : Commanding Officer, Units listed below.

1. The following units will move from their present stations to MILAZZO reporting upon arrival thereat to Lt. Col. Lehmann or Major Foote at 15? Sub Area, at the strengths on the dates listed below.

a. Reporting 2 September 1943.

UNIT	PERSONNEL
Det Hq XII ASC	25
Det Hq 64 Fighter Wing	50
Bal Hq Det 31 Fighter Group	34
308 Sq 31 Fighter Group	175
927 Sig Battalion ASC (Det.)	264
82 Fighter Control Sq	88
Prov. Signal AW BN	251
23 FU 329 Wg	48
No 1 Wing Sigs Sect (AFS)	51
½ No 54 Line Section (AFS)	34
Capture Intelligence Party No 3 (SD)	6
Capture Intelligence Party No 4 (TEC)	44
Det Hq XII ASC	25
½ Ground Echelon 111 Obs. Sq	75
Bal Hq Det 33 Fighter Group	34
59 Sq 33 Fighter Group	260
½ Ground Echelon 99 Fighter Squadron	80
927 Sig Bn ASC (Det.)	43
2 A.S. Comm Sq	65
Prov. AW Sig Bn	21
Br. A. L. P.	28

b. Reporting 6 September 1943.

UNIT	PERSONNEL
307 Sq 31 Fighter Group	160
58 Sq 33 Fighter Group	160
Bal Hq Det 27 Bomb Group (D)	34
16 Sq 27 Bomb Group (D)	260
Bal Hq Det 86 Bomb Group (D)	34
312 Sq 86 Bomb Group (D)	260
2 A.S. Comm Sq	49
82 Fighter Control Sq	37
Prov. AW Sig Bn	133
Det 12 Weather Sq	15

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b. Reporting 6 September 1943. (Cont'd.

UNIT	PERSONNEL
Wireless Obs. (BR)	55
439 Sig Const Bn	164
15051 AMES	55

2. Units will arrive in the MILAZZO assembly area with 12 copies of the passenger lists showing name, rank and serial number, listed in alphabetical order regardless of rank, officers and enlisted men listed in separate groups, and with 8 copies of a vehicle list showing quantity by type and sizes. (Sizes can be obtained from Bigot Husky movement table.)

3. Units will normally be divided into two groups, each group to board a different ship. Assembly Area authorities should be contacted for breakdown. Passenger and vehicle lists will not be divided into two groups to cover each ship.

4. Units arriving September 2 must be prepared to feed themselves that day. All units arriving September 3 and after will be fed by the Sub Area authorities. Seven days normal rations and 2 days emergency rations to be used after landing will be drawn in the assembly area.

5. Transportation will be by truck. Organizational vehicles will be used. Where necessary, additional transport will be furnished by III ASAC, upon call.

6. Upon arrival at MILAZZO, all units will be subject to orders issued by the appropriate U. S. or British movement and embarkation authorities.

By Command of Major General HOUSE:

SAMUEL J. BLOCHER,
Lt. Col., A. G. D.
Adjutant General.

DISTRIBUTION:
2 - each unit CO
2 - MAC
2 - 15 Army Group
2 - 5th Army
5 - NAAF
5 - NATAF
2 - NAASC
2 - 6 Corps
2 - 10 Corps
5 - Fortbase
5 - III ASAC
1 - Lt. Col. Lehmann
1 - Major Foote
1 - File

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BIGOT AVALANCHE

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HEADQUARTERS XII AIR SUPPORT COMMAND

Classification Changed 18 June 1945
By Command of Brig Gen [illegible]
[illegible] Capt AC
Astg Asst AG

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APO 766 U.S.ARMY
1 September 1943

SUBJECT : Movement orders.

TO : Commanding Officers, Units listed below.

1. The following units will move from their present stations to MILAZZO, reporting upon arrival thereat to Lt.Col.Lehmann or Major Foote, 151 sub area, at the strengths on dates listed below.

a. Reporting 6 September 1943.

	Personnel	Vehicles
Hq 41 Service Group	17	2
306 Service Sq.	141	7
1051 Ordnance Co.	32	14
1983 QM Truck Co.	49	33
1658 Ordnance (MM) Co.	37	5
1062 Sig. Co.	5	3
British Naval Party	20	9

b. Reporting 11 September 1943

	Personnel	Vehicles
309 Sq 31 Fighter Group	160	68
60 Sq 33 Fighter Group	160	58
Bal 99 Fighter Sq	80	42
82 Fighter Control Sq (Det)	89	50
Prov. AW Sig Bn (Det)	185	23
Wireless Obs Unit	22	4
8035 AMES	49	14
~~329 MRU~~	~~33~~	~~13~~
Capture Intelligence Party No 3	3	1
Capture Intelligence Party No 4	45	4
½ No 54 Line Section AFS	33	13
No 35 Wing Section	49	4
No 1 Company Hq	13	4
Hq Det 41 Service Group	62	2
Det 306 Service Sq	81	6
Det 26 Service Sq	141	7
1986 QM Truck Co	54	39

2. All units will send representatives ahead to report to 151 sub area before arrival in the assembly area.

3. Units will arrive in the MILAZZO assembly area with 12 copies of passenger lists showing name, rank and serial number listed in alphabetical order regardless of rank, officers and enlisted men listed in separate groups, and with 8 copies of a vehicle list showing quantity by type and sizes. Sizes will be marked on vehicles in chalk.

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4. Units will normally be divided into two groups, each group to board a different ship. Assembly area authorities should be contacted for breakdown. Passenger and vehicle lists will not be divided into two lists to cover each ship.

5. All units arriving in the assembly area after 2 September will be provided with water, feeding arrangements including cooks, utensil, etc., latrines, medical arrangements and communications. Seven days normal and 2 days emergency rations to be used after landing will be drawn in the assembly area.

6. Transportation will be by truck. Organizational vehicles will be used. If additional vehicles are required, units will call upon service groups for additional requirements.

7. Upon arrival at MILAZZO, all units will be subject to orders issued by the appropriate U.S. or British movement and embarkation authorities.

By Command of Major General HOUSE:

Samuel J. Blocher

SAMUEL J. BLOCHER,
Lt. Col., A. G. D.
Adjutant General.

DISTRIBUTION:
- 2 - each unit CO
- 2 - MAC
- 2 - 15 Army Group
- 2 - 5th Army
- 5 - NAAF
- 5 - NATAF
- 2 - NAASC
- 2 - 6 Corps
- 2 - 10 Corps
- 5 - Fortbase
- 5 - 64 FW
- 5 - III ASAC
- 1 - Lt Col Lehmann
- 1 - Major Foote
- 1 - File

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From:- Headquarters, Northwest African Tactical Air Force.
To :- Rear Headquarters, XII Air Support Command.
Date:- 1 September, 1943.
Ref :- TAF/34/AIR.

OPERATIONAL DIRECTIVE No. 132

Attached herewith copy of H.Q., N.A.T.A.F. Operational Directive No. 132 dated 23 August, 1943, per request to W/Cdr. Muspratt-Williams on his visit to your headquarters 31st August.

M.J. Muspratt-Williams W/Cdr.
for Air Marshal,
Air Officer Commanding,
N.A.T.A.F.

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HEADQUARTERS

TACTICAL AIR FORCE

Ref:- TAF/34/AIR. 23rd August, 1943.

OPERATIONAL DIRECTIVE No. 132

INFORMATION

1. In order to retard the re-grouping of the enemy forces following their withdrawal from Sicily, and to impose a breakdown in the supply and maintenance of all German formations in Italy, Strategical Air Force in the present phase are concentrating their attacks on vital communication centres throughout Italy. The attack of these objectives has also the subsidiary benefit of indicating to the Italian public the strength of Allied air power.

2. Up to 18th August their effort was mainly directed against targets in the Toe of Italy particularly on the road/rail junctions at Marina di Catanzaro and the temporary bridge at ANGITOLA.

3. On 19th August their attacks were switched north of the line SAPRI - TREBISACCE where the targets will provisionally be as follows:-

Naples area

CASERTA
CANCELLO
BALTIPAGLIA
SALERNO

Rome area

The Rome junctions
SALMONA
TERNI

Northern Italy

BOLOGNA
PISA

4. At the same time Ninth Air Force are operating in the Heel as far north as FOGGIA where provisional targets are:-

FOGGIA
BENEVENTO
POTENZA

INTENTIONS

5. As far as the resting of units permits in preparation for forthcoming operations it is the intention of the A.O.C. to employ T.A.F. resources to continue the attacks on communications in the Toe of Italy commenced by S.A.F.

OPERATIONS BY T.A.F. UNITS

6. A list of the focal points of road/rail communication centres essential to the supply system in the Toe of Italy are:-

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West Coast

SAPRI road/rail junction.
CETRARO " " "
PAOLA " " "
LAMEZIA " " "
ANGITOLA temporary bridge.
BAGNARA road/rail junction.

East Coast

SIBARI road/rail junction.
MARINA di CATANZARA road/rail junction.
STALELTI road/rail junction.
LOCRI " " "

Lateral communications

CASTROVILLARI road/rail junction.
COSENZA " " "
CATENZARO " " "

7. These points therefore represent static objectives of importance in addition to being places at which concentrations of M/T or rolling stock could be expected.

8. Within the stipulation given in Para 5 A.O.C., D.A.F. and C.G., XII A.S.C. are to employ such proportions of their available resources as they consider fit for the attack of targets specified in Paras 6 and 7. T.B.F. is to be employed for the attack of specific targets under arrangements to be co-ordinated by A.O.C., D.A.F.

9. These attacks are to be commenced forthwith.

OPERATIONAL BOUNDARY

10 No boundary is to be considered existing between D.A.F. and XII A.S.C. for the attack of the above targets. In principle however XII A.S.C. are to keep as far as possible to the West Coast and D.A.F. to the East Coast. Arrangements are to be made mutually between Commands for co-ordination of attacks.

11. Acknowledge.

(Sgd) R.B. Lees, G/Capt

for Air Marshal,
Air Officer Commanding,
Tactical Air Force.

Distribution:-

Commanding General, XII Air Support Command.
Air Officer Commanding, Tactical Bomber Force.
Air Officer Commanding, Desert Air Force.
Commanding Officer, 64th Fighter Wing.

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BIGOT AVALANCHE.

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HEADQUARTERS,

TACTICAL AIR FORCE.

Ref:- TAF/34/Air.

29th August, 1943.

AMPLIFICATION OF OPERATIONAL DIRECTIVE NO. 132.

In amplification of Operational Directive No.132 attached at Annexure "A" is a table giving guides to (a) the daily effort, and (b) the proportion of that effort allocated to BAYTOWN, AVALANCHE and communication targets in the toe of Italy.

2. ~~Interpretation of the figures under "Effort" is the number of Squadron missions per Squadron.~~ Although the table shows the scale and allocation of Tactical Bomber Force effort only, it is also a guide to the effort expected from the fighter bombers of Desert Air Force and XII Air Support Command.

3. To achieve the essential co-ordination of effort on communication targets XII Air Support Command and Desert Air Force should draw up a co-ordinated programme of targets 24 hours in advance. Additional targets to meet specific prearranged requirements of the army and navy will be issued from time to time by this Headquarters. Finally, in view of probable rapid changes in the tactical situation, a high degree of flexibility will be essential, and last minute changes of targets will be inevitable.

E. C. Hudleston, G/Capt.
for Air Marshal,
Air Officer Commanding,
TACTICAL AIR FORCE.

Distribution:-

Commanding General, XII Air Support Command.
Air Officer Commanding, Tactical Bomber Force.
Air Officer Commanding, Desert Air Force.
Commanding Officer, 64th Fighter Wing.

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BIGOT AVALANCHE

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ANNEXURE "A"
To TAF/34/AIR

29th August, 1943

ALLOCATION OF BOMBING EFFORT

SCALE OF EFFORT	DATE	DAY EFFORT BAYTOWN Direct Support	DAY EFFORT COMMUNICATIONS In the Toe and AIRFIELDS	NIGHT EFFORT AVALANCHE Assault area and Communications
Sustained	30 August	10%	90%	
Sustained	31 August	30%	70%	
Intensive	1 Sept.	70%	30%	
Intensive	2 Sept.	100%	0%	
Intensive	3 Sept.	40%	60%	
Sustained	4 Sept.	40%	60%	
Sustained	5 ept.	30%	70%	12 Sorties
Sustained	6 St.	20%	80%	24 Sorties
Intensive	7 Se.	20%	80%	24 Sorties
Intensive	8 Sep	20%	80%	Maximum night effort
Intensive	9 Sep	10%	90%	Maximum night effort
Intensive	10 Sep	10%	90%	Maximum night effort
Intensive	11 Sept.	10%	90%	Maximum night effort

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To A-3

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HEADQUARTERS
TACTICAL AIR FORCE

Reference:-
TAF/59/AIR

29th August, 1943

AMENDMENT NO.1 TO
OPERATION INSTRUCTION NO.133

With reference to the above Operation Instruction of even reference dated 26th August, 1943, delete the existing paragraph 5 and substitute the amended paragraph 5 below.

AFTER FIGHTERS ARE ESTABLISHED IN SALERNO AREA

5. (a) Tactical Air Force will be responsible for the protection of all shipping North of SICILY, East of a line running due North from CAP ORLANDO to 40° North, thence due West to 14° East and thence due North. This responsibility will be subdivided as follows -

XII Air Support Command will provide protection for shipping within 40 miles of SALERNO.

Desert Air Force will provide protection for shipping within 40 miles of the North coast of SICILY.

Coastal Air Force will be responsible for the protection of all shipping West of the above line.

(b) The scale of fighter protection is to be determined by Commanding General, XII Air Support Command and Air Officer Commanding, Desert Air Force as appropriate.

E.C. Hudleston
for
Air Marshal,
Air Officer Commanding,
Tactical Air Force

Distribution:

Commanding General, XII Air Support Command	1, 2 & 26
Air Officer Commanding, Desert Air Force	3
Air Officer Commanding, Tactical Bomber Force	4
Commanding General, Northwest African Air Forces	5 & 6
Air Officer Commanding Northwest African Coastal Air Force	7 & 8
Commanding General, Northwest African Strategical Air Force	9 & 10
Commander-in-Chief, Mediterranean (2 for R.A.A.)	11, 12, 13 & 14
C.G.S., 15 Army Group	15
Vice Admiral H.K. Hewitt, Admiral Commanding, U.S. Naval Forces Northwest African Waters	16

Internal Distribution:-

As for Operation Instruction No.133

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BIGOT AVALANCHE

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HEADQUARTERS
TACTICAL AIR FORCE

Reference:-
TAF/59/AIR

1st September, 1943

OPERATION INSTRUCTION NO.134

INFORMATION

1. An operation against the ITALIAN mainland known as "AVALANCHE" is to be mounted from NORTH AFRICA and SICILY by the 5th Army. The object of the expedition is to seize the airfield at MONTE CORVINO and the port of NAPLES with the object of securing a base for further offensive operations against ITALY.

"AVALANCHE" will be preceded by "BAYTOWN", an operation by 13 Corps under 8th Army against REGGIO, with the immediate object of opening the STRAITS OF MESSINA.

INTENTION

2. To employ No.23 Squadron on intruder missions with the object of assisting the "AVALANCHE" assault.

COMMAND

3. No.23 Squadron will remain under the administrative control of Air Officer Commanding, MALTA, but will operate under the operational control of Air Officer Commanding, Tactical Air Force.

LOCATION

4. No.23 Squadron will continue to be based in MALTA, but will use SIGONELLA airfield in the CATANIA PLAIN as an advanced base. Detailed arrangements for the use of this airfield are to be made direct with Air Officer Commanding, Tactical Bomber Force by Officer Commanding, No.23 Squadron.

TASKS

5. (i) In General .- to operate against enemy airfields and communications in Central and Southern ITALY, with the object of dislocating the movement of enemy forces and supplies and imposing the maximum interference on his night flying activities. Full consideration will be given to intelligence and reconnaissance reports and to the immediate activities of Strategical and Tactical Air Forces.

(ii) In Particular

/............Page 2

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(a) To attack searchlights and A.A. gun positions in the area MONDRAGONE, CAPUA, AVERSA, CASTELVOLTURNO between the hours of 2200 (B) and 2330 (B) (these times to be confirmed) on the night of D - 1/'D' Day. The object of these attacks will be to impose the maximum degree of disorganisation on the enemy defence system during the landing of gliders and parachutists in this area.

(b) To undertake such other special tasks which may be allocated by Air Officer Commanding, Tactical Air Force as the result of changes in the military situation.

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LIAISON

6. In order to ensure that last minute briefing instructions are passed to pilots each evening, the Squadron or Flight Commander will visit Headquarters, Tactical Air Force daily.

DATE AT WHICH INTRUDER OPERATIONS WILL COMMENCE

7. Operations are to begin as soon as possible after the receipt of this instruction.

The date of 'D' Day will be issued separately.

NIGHT FLYING FACILITIES - SICCNELLA

8. Night flying facilities are to be provided by Air Officer Commanding, Tactical Bomber Force.

Navigational aids and interim homing facilities will be provided by M.O.R.U. Forward Fighter Control in the MILAZZO area and by No.211 Group.

ROUTEING OF AIRCRAFT

9. In addition to the normal instructions which will be issued by M.O.R.U., it is essential that aircraft proceeding to and from SICILY avoid passing over convoys. This will be of particular importance on D - 1 and the night of D - 1/'D' Day. Certain restrictions will also apply after 'D' Day. In general, shipping will follow the following routes:-

Before 'D' Day

From PALERMO and MILAZZO to roughly 39°N. 14°E. and thence to NAPLES.

After 'D' Day

From PALERMO to NAPLES and MILAZZO to NAPLES.

10. In addition to the above, a prohibited area for the working of aircraft carriers will be established within the following points:-

39° 42'N 14° 07'E	14° 09'N 13° 53'E	40° 21'N 14° 50'E	39° 54'N 14° 44'E

In order to avoid this danger zone and other shipping, aircraft are to be routed along the West coast of ITALY to and from their operating area.

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ADMINISTRATION

MAINTENANCE PERSONNEL

11. As no Mosquito aircraft are held by Tactical Air Force, it will be necessary for No.23 Squadron to establish a small ground detachment of maintenance and technical personnel at SIGONELLA immediately.

Tentage is to be provided by MALTA.

Messing and transport for this detachment is to be provided by Air Officer Commanding, Tactical Bomber Force, in arrangement with Officer Commanding, 326 Wing, who is to be informed at once of the numbers involved.

FUEL AND EXPLOSIVES

12. Tactical Bomber Force are to provide re-fuelling facilities and are to arrange for a small stock of ammunition to be held on the airfield on the following basis:-

(a) 20,000 rounds of 20 m.m. belted in following sequence

2 H.E.I./I.SAP/INC/I.A.P.

Belts of 250 rounds

NOTE: No 20 m.m. ball to be used.

(b) .303 - 25,000 A.P. Straight belts

25,000 Inc. B Mk.VII Straight belts

(c) Bombs will be drawn from stocks held by No.326 Wing.

INTERCOMMUNICATION

13. Signals from MALTA for No.23 Squadron at SIGONELLA are to be addressed to Tactical Bomber Force and passed to Tactical Air Force.

14. Messages in clear may be passed on the MALTA - SYRACUSE cable and will be teleprinted by Tactical Air Force to Tactical Bomber Force.

ACKNOWLEDGE.

E. C. H[illegible] G/Capt
for Air Marshal,
Air Officer Commanding,
Tactical Air Force

Distribution:-	Copy No.
Air Officer Commanding, Royal Air Force, MALTA	1 & 2
Officer Commanding, No.23 Squadron	3
Air Officer Commanding, Tactical Bomber Force	4
Air Officer Commanding, Desert Air Force	5
Commanding General, XII Air Support Command (adv.)	6
" " " " " (Rear)	18

Internal				
A.O.C.	7		C.S.O.	12
A.O.A.	8		OPS RECORD BOOK (2 copies)	13 & 14
S.A.S.O.	9		FILE	15
G/C. OPS	10		SPARE	16 & 17
AIR I.	11			

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BIGOT "GIANT TWO".

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COPY No. ..4....

HEADQUARTERS,
NORTHWEST AFRICAN TACTICAL AIR FORCE.

Reference:
TAF/64/AIR.

8th September, 1943.

OPERATION INSTRUCTION No. 138.

INFORMATION.

1. As a result of negotiations with ITALY it is possible that they may request an armistice at [illegible]30 hours, 8th September, 1943. If this armistice is accepted, it is intended to fly in the 82nd Airborne Division on the night 8/9th September to the airfields of FURBURA and CERVETERI on the Northern outskirts of ROME.

If the airborne operation takes place it will only be with the co-operation of the Italians whom we intend to support against the Germans. Immediately the ground situation is clear and the airfield(s) in the ROME area are secured, it is proposed to fly in fighter squadrons to assist in the defence of ROME and in support of Operation "AVALANCHE".

Fighter squadrons [illegible] move to ROME will be [illegible] in every way possible by the Italians who will provide as much as they can in the [illegible] of stores and supplies. This will include [illegible] fuel (100 octane), [illegible], all domestic requirements and unskilled labour. Additionally, they are arranging for the A.A. defence of airfields, and in conjunction with 82nd Airborne Division, will provide security of these airfields against ground attack. Further definite information of their assistance is not known but it may be expected that a fighter defence organisation will be in existence and can be utilised by us.

Consequently, it will be possible to undertake the move of these Squadrons to ROME by [illegible] assisted by transport aircraft with an absolute minimum of ground maintenance personnel and equipment.

Lt.-Col. [illegible], Headquarters, Northwest African Air Forces, will be proceeding to the ROME area with the 82nd Airborne Division and certain W/T equipment, both carried in aircraft and airborne in two special Whitleys, sufficient to establish a point to point station with M.A.C./N.A.A.F. Command Post and limited control and homing facilities for fighters. This officer has been assigned the task of [illegible] the security of the airfields and the provision of supplies and making the necessary detailed arrangements for the reception of air forces. He will report to M.A.C./N.A.A.F. Command Post that these arrangements have been completed. Verbal instructions have been given by this Headquarters to this officer concerning all relevant demands.

INTENTION.

2. To move one fighter-bomber group (U.S.) re-inforced by one Spitfire Squadron (R.A.F.) to an airfield near ROME.

COMMAND.

3. The squadrons operating in the ROME area will be under the command of Commanding General, XII Air Support Command, whose Headquarters will be initially in the NAPLES area.

As it may be some time before effective communications can be established between NAPLES and ROME, the operational control of fighter squadrons based in the

A3 [illegible] Copy

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ROME area will be del[illegible]ted to Colonel MOMEYER, Commanding Officer, No. 33 Group, U.S.A...F. Colonel MOMEYER will retain this control until such time as Commanding General XII Air Support Command, can himself exercise command of the units concerned.

Colonel MOMEYER is to establish communication with Commanding General, XII Air Support Command as soon as possible. Signalled instructions embodying the information contained in this order are being sent by this Headquarters to Commanding General, XII Air Support Command, on board U.S.S. "ANCON".

AIR FORCES FOR ROME AREA.

4. Initially, the following units will be established near ROME:-

33rd Fighter Group U.S. (P-40's)

[illegible] Squadron Br. Spitfires.

Air Officer Commanding Desert Air Force is to provide the above Spitfire Squadron to arrange its transfer to XII Air Support Command with Commanding Officer, XII Air Support Command (Rear). He is to initiate the preparatory measures necessary to ensure the readiness of the Squadron to move.

LOCATION OF UNITS.

5. The [illegible] airfield on which squadrons will be established will not be known until information is signalled back by Colonel CHAPMAN. This information will be passed to Commanding Officer XII Air Support Command, and Air Officer Commanding, Desert Air Force, as soon as it becomes available.

ROLE OF SQUADRONS.

6. The role of the above fighter and fighter-bomber squadrons when first established in ITALY will be to:-

(i) Assist in the general air defence of ROME.

(ii) Support Operation "AVALANCHE", if required.

(iii) Protect their own airfield(s).

(iv) Provide protection and support for the operations of the 82nd Airborne Division.

(v) Provide protection for any convoys which may be [illegible]t to ROME while within 40 miles from the mouth of the TIBER.

RELATIONS WITH THE ITALIAN AIR FORCES.

7. In carrying out the above tasks Allied fighter and fighter-bomber squadrons will probably be assisted by units of the Italian Air Force with whom they are to co-operate. In working with the Italian Air Force, however, Colonel MOMEYER is to ensure that any co-operation proposed by the Italians is the most effective way in which to execute the tasks stated in paragraph 6.

Italian air forces are to be employed only for the defence of the city of ROME and the protection of ground and naval forces in the area.

DATE OF MOVE.

8. The Commanding Officer, XII Air Support Command (Rear), and Air Officer Commanding, Desert Air Force, are to ensure that the above units are prepared to move to ROME at any time after 0600 hours, 9th September, 1943.

The actual date of the move will depend on developments in the ROME

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area, and will be decided after information has been received from Colonel CHAPMAN that he is satisfied the ground situation is sufficiently stable to permit [illegible] to operate from the ROME area.

The executive order to move will be issued by M.A.C./M.A.A.F. Command Post direct to this Headquarters and then relayed to the formations concerned.

The Spitfire Squadron and transport aircraft required for their move are to proceed to [illegible] West airfield as soon as possible after the executive order is received. On arrival the Squadron Commander is to report to Colonel MOMEYER and receive instructions for the flight to ROME.

METHOD OF MOVEMENT.

9. Squadrons will be flown and initially supported by air. The number of ground personnel and quantity of equipment and supplies, which can be despatched to ROME, must therefore be limited to the absolute minimum necessary to operate the squadrons.

The balance of squadron personnel and equipment will be sent in by sea and by air as quickly as possible.

Detailed administrative instructions will be issued separately.

ESCORT OF TRANSPORT AIRCRAFT

10. The transports carrying squadron ground personnel and equipment are to be escorted to ROME by the aircraft of the squadrons which are to be located there.

The Commanding Officer, XII Air Support Command (Rear) is responsible for the routeing of squadron and transport aircraft to ROME. In deciding on the route to be followed he is to take special note of the disposition of all Naval Forces and convoys, and the situation in the NAPLES area.

RADAR

11. The only Allied RADAR which will be available until convoys can be moved to ROME will be two L.W.S. Limited information and co-operation from the Italian RADAR system can be expected.

FIGHTER CONTROL.

12. Fighter control facilities on the scale verbally agreed with Colonel MOMEYER will be flown in and established on the airfield with sufficient V.H.F. for control and fixing.

Arrangements are to be made for the security of the Whitley aircraft containing the control and homing equipment.

53 Group will operate on U.S. Button 'B' (6350 k.c's) and Button 'C' ([illegible]50 k.c's) will be used for homing and the control of Spitfires. Button 'D' will be common to all Squadrons and be used in an emergency only.

NAVIGATIONAL AIDS.

13. Homing facilities and one fixer station will be available.

INTERCOMMUNICATIONS.

14. Signals instructions will be issued separately.

E C H[illegible] (signature)

for Air Marshal,
Air Officer Commanding,
M.A.T.A.F.

DISTRIBUTION (see over).

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DISTRIBUTION:

Commanding Officer, No. 33 Group.	Copy No. 1
Officer Commanding, XII Air Support Command (Rear)	Copies No. 2, 3 &
Air Officer Commanding, Desert Air Force.	" " 5, 6 &
Officer Commanding, No. 2.6 Group Detachment.	Copy No. 8
C.G.S., 15 Army Group.	" " 9
Commanding General 3rd A.S.A.C.	" " 10
Ops. Record Book	Copies No. 11 & 12
File (TAF/[illegible]/AIR)	Copy No. 13

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REF: TAF/61/AMP.

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SECRET

HEADQUARTERS, TACTICAL AIR FORCE
SPECIAL OPERATION.

ADMINISTRATIVE INSTRUCTION NO.3.

(Issued in connection with H.Q.T.A.F. Operation Order No.138, 8th.Sept.1943)

Map Reference: 1:500,000 Europe (Air) NE 40/10 and NE 42/10.
Appendix "A" Air Movement Table
"B" Supply Requirements for 3 days.

OBJECT.

1. The object of this instruction is to provide for the dispatch of 33rd. Fighter Group (U.S.) and No. Squadron (R.A.F.) to airfield; to outline the initial maintenance project resultant upon dispatch by air with skeleton ground crews and deficient in Unit motor transport; to detail initial supply arrangements.

COMPOSITION OF THE FORCE.

2. Initial Phase: Skeleton Scales.

33rd. U.S. Fighter Group (P-40)
58th. Fighter Squadron
59th. Fighter Squadron
60th. Fighter Squadron,
No. Fighter Squadron R.A.F. (Spitfire)
Signals Units.

3. Subsequent Phase: Build up.

Build up of Units given in para.2.
Additional units as yet unspecified.

COMMAND.

4. See relevant paragraphs of T.A.F. Operation Order No.138.

MOVEMENT.

5. Information

The movement of combat signals and maintenance elements of this Force will initially be entirely by air. A stock of ammunition, pyrotechnics, and (if necessary) oil to cover three days requirements at sustained rates will also be lifted by air concurrently with these elements.

6. Method.

Arrangements are being made by TACTICAL AIR FORCE to provide transport aircraft to lift units given above, on skeleton scales from the following airfields. Transport aircraft will rendezvous in accordance with instructions issued by XII A.S.C. Rear.

(i) 33rd. Fighter Group and Squadrons. TERMINI EAST.
(ii) No. Squadron, R.A.F.
(iii) Oil, ammunition, pyros and oxygen, CATANIA MAIN.

7. TACTICAL AIR FORCE will issue the executive order to No.216 Group to provide these transport aircraft at the time and date required.

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8. III A.S.A.C. will provide a loading party to assist No.2[illegible] A.D.R.U. in the loading of supplies at CATANIA MAIN.

Subsequent Build up.

9. Units flown in on skeleton scales will be built up as rapidly as the air transport position permits. Unit Commanders are to prepare priority lists of personnel and technical ground equipment to enable advantage to be taken of air lift at short notice.

10. It may later be possible to speed up the build up by the use of landing craft. Should this be the case Units may be required to move in unit transport. Waterproofing will not be required.

PERSONNEL

11. Limited air lift has cut down the initial flight to the numbers of personnel shown in Appendix "A". Unit Commanders are to nominate personnel within these limits. It is to be appreciated that local labour and possibly some skilled personnel are likely to be available at the new base.

SUPPLIES.

12. Aviation Fuel.

Aviation fuel will be provided from local resources. An Air Force Supply Officer has been nominated who will precede the arrival of the combat units, to co-ordinate necessary supply arrangements. It is also possible that oil may also be provided. If not, oil will be flown in as under.

Fuel

Aviation Oil, Ammunition, Pyrotechnics, Oxygen.

13. Three days supply for 75 P-40 aircraft and 16 Spitfire aircraft on a basis of one sortie per day per I.E. aircraft will be flown into Detailed breakdown is shown at Appendix "B". 3rd. A.S.A.C. is responsible for the immediate provision of the above breakdown at CATANIA MAIN or in the vicinity ready for loading.

14. A separate instruction will be issued on subsequent maintenance.

Coolants.

15. 33rd. Group are to carry 30 gallons Prestone by air transport. No. Squadron R.A.F. is similarly to carry 10 gallons of Glycol.

Rations.

16. Units are to carry 48 hours rations. Subsequently rations will be provided from local sources.

Technical Supplies.

17. 33rd. Group is to carry a small stock of common spares for daily inspections; also 6 batteries and 8 tyres. Light trademens kits will be carried.

18. No. is to carry batteries, tyres and A.G.S., and tradesmens tool kits, on a pro rata scale.

Demands for Urgent Items or Supplies.

19. Demands for essential items or supplies can be passed back by signal through TACTICAL AIR FORCE. They will be actioned by 3rd. A.S.A.C. or D.A.F. respectively on instructions from TACTICAL AIR FORCE.

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REPLACEMENT AIRCRAFT.

20. Demands will be signalled through Adv. XII A.S.C. and thence to normal source of supply.

MECHANICAL TRANSPORT.

21. M.T. Load Carriers, refuelling bowsers, fire tenders, ambulance etc. will be provided locally. It is unlikely Unit M.T. will arrive at an early date.

ADMINISTRATIVE DETAILS.

Personal Equipment.

22. No personal Baggage will be taken other than haversacks, mess tools and canteens. Blankets will not be taken as they will be provided locally. Personnel detailed as in para. 11 are to pack one barrack bag or kit bag which will be forwarded by rear parties as soon as transportation facilities allow. Great coats or heavy coats will be carried.

23. Arms.

All personnel, including aircrew will carry small arms and ammunition to normal scales.

Accommodation.

24. No tentage is to be taken. Accommodation will be provided locally.

Medical Arrangements and Casualties.

25. Local medical arrangements will be utilised. Casualties will be reported through the normal channels as soon as an administrative link has been established.

COMMUNICATIONS.

26. Communications will be established with AIR COMMAND POST, H.Q. TACTICAL AIR FORCE and ADVANCED XII A.S.C.

ACKNOWLEDGE.

F.C. Read

(F.C. READ)
Group Captain,
For: Air Officer Administrative
TACTICAL AIR FORCE.

Admin. Plans,

DISTRIBUTION.

Internal.

A.O.C.	Copy No. 1.
S.A.S.O.	" " 2.
D/A.O.A.	" " 3.
Admin. Plans.	" " 4.
S.E.S.O.	" " 5.

External

Major General House, XII A.S.C.	Copy No. 6
Air Vice Marshal Broadhurst, D.A.F.	" No. 7/9.
Col. W.S. Gravely, XII A.S.C. Rear	" No. 10/12.
Brig. General Beverley, 3rd. A.S.A.C.	" No. 13/14.
W/Cmdr. Cradock Watson 216 Gr. Detach.	" No. 15

Files

TAF/61/Air.	Copy No. 16.
Operations Record Book	" " 17.
Spare.	" " 18/20.

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BIGOT
[redacted]
Ref: T.A.F/61/Air.

Appendix "A" to
T.A.F. Admin. Instrn. No.3
dated 8th. September, 1943.
Copy No...

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AIR MOVEMENTS TABLE.

Serial	UNIT	Departure Aerodrome from Sicily.	DAY	GROUND PERSONNEL	BAGGAGE AND EQUIPMENT.
1.	33rd. Fighter Group (Elements of H.Q. Detachment and of No.58,59 and 60(F)Squadrons	TERMINI EAST		100	2000 lb.
2.	No. Fighter Squadron R.A.F. Detachment.			48	2000 lb.
3.	Supplies.	CATANIA MAIN			
	(i) Oil				14500 lb.
	(ii) Ammunition				51500 lb.
	(iii) Pyros				560 lb.
	(iv) Oxygen				12600 lb.
4.	Subsequent build-up. To be determined as air transport becomes available. See para. 9 of Instruction.				

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BIGOT - [redacted].

OFFICER ONLY.

APPENDIX 'B' TO
N.A.T.A.F. ADMIN. INSTRN.NO.3
DATED 8TH. SEPTEMBER, 1943.

SECRET

P-40 REQUIREMENTS.

Oil Type 1120		1383 gallons.	= 5.53 tons.
Ammunition	Col. .50 APIT	139,000 rounds.	= 21.00 tons.
Pyros	Carts. sig. green	72	= .20 tons.
	" " yellow	72	
	" " red	72	
	" D.S.6 types each	72	
Oxygen		460 aircraft cylinders	= 4.60 tons.
			31.33 "

SPITFIRE REQUIREMENTS.

Oil type 1100		105 gallons	= .41 tons.
Ammunition 20mm Belted	IH	1600 rounds	= 2.20 tons.
" "	BH	160 "	

Belted sequence 1 HE/1 1 SAP/1 1 APMk II 1 HE/1.
OR 2 HE/1 1 SAP/1.

20mm Ctns. 50% HE/1 50% SAP/1	-800
20 mm Links	-1000
.303 belted AP	-8400
.303 belted Inc MK.VIIZ	-8400

Pyros	Carts. sig. green	24	= .05 tons.
	" yellow	24	
	" " red	24	
	" " D.S.6 types each	24	
	" sig.distress 2 star red Mk.II	100	
Oxygen	100 aircraft cylinders		= 1.00 tons.
			3.66 tons.

H.Q.N.A.T.A.F.
8th. September, 1943.

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A-2

0168 Classification changed [illegible] By Command of Brig Gen [illegible] Capt AC Asst A.G.

RESTRICTED

BIGOT Major [illegible] AVALANCHE [redacted]

HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 763

CONFIDENTIAL

[redacted]

SUBJECT: Letter of Transmittal.

TO : See Distribution.

1. Herewith are the following items for operation AVALANCHE in the quantities called for in the distribution indicated:

Signal Annex
  Amendment No. 1 to Signal Annex
  Appendix "A", Signal Troops,
  Appendix "B", S.O.I. Item 41-2, Radio Circuit Diagrams.

XII Air Support Command Signal Operations Instructions:

Items 3-3	Index and Memorandum to all Holders of the S.O.I.
8-2	Hours of Daylight, Hours of Moonlight Tables
10-2	Air Support Request Instructions
16-2	Cryptographic Systems
20-2	Aircraft Recognition Systems
21-2	Map Coordinate Code
33-2	Telephone Exchange Code Names
41-2	Radio Circuit Diagrams (furnished as Appendix "B" to Signal Annex)
43-3	Frequency Allocations
44-2	Radio Call Signs
46-2	VHF Frequency Allocations and Uses
50-1	Radio Aids to Navigation Amendment No. 1 only
71-2	Weather Reports Appendix "A" only

2. The enclosed items have been classified BIGOT AVALANCHE SECRET (Equals British MOST SECRET). They will, accordingly, be handled with the utmost care.

3. Distribution will be strictly limited prior to "D" day. Distribution of complete items to units below Wing or Group Headquarters, or equivalent formations, will not take place prior to "H" hour of "D" day.

4. Only such extracts as are absolutely necessary will be furnished to the lesser units, and neither the source nor the fact that the information is an extract will be indicated.

5. In the case of units scheduled for embarkation prior to "D" day,

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only those items essential to their proper operation will be furnished, and those documents will be delivered in sealed envelopes marked "Do not open until after sailing."

6. Extreme care will be exercised in the distribution of the Signal Annex and S.O.I. Items 6-2 and 44-2, whose compromise would jeopardize the success of the entire operation.

7. Request the attached receipt form be executed and returned to this Headquarters without delay.

By command of Major General HOUSE:

W. S. GRAVELY,
Colonel, Air Corps,
Chief of Staff.

OFFICIAL:

[illegible]
2nd Lt., A.G.D.,
Asst. Adjutant General.

DISTRIBUTION:

2-AHQ
2-HQ Mediterranean Air Command
4-HQ NAAF
3-NAAF A-5
4-HQ NACAF
6-HQ NATAF
3-HQ NASAF
4-HQ NATCC
2-HQNAASC
6-HQ NATBF
2-HQ RAF/ME
4-HQ Western Desert Air Force
2-AHQ Malta
3-IX U.S. Air Force
3-V Army
4-X Corps
7-COMNAVNAW (US Navy)
2-HQ 3rd AAAC
4-14 Fighter Group
4-64th Fighter Wing
4-Prov. Sig. A. W. Bn.
2-82nd Fighter Control Sq.
1-90th MOU
1-23 F.U. (F/Lt Turner)
2-Royal Navy
3-HQ Ship Ancon (Sr. Con.)
2-HQ Ship Bulolo Queen (Sr. Con.)
2-HQ Ship Hilary (Sr. Con.)
4-31st Fighter Group
5-33rd Fighter Gp (Incl. 99th Ftr. Sq.)
4-47th Bomb. Group
5-65th Bomb. Group
1-111th Reconnaissance Sq.
6-322 Wing
6-324 Wing
1-225 F/R Sq.
1-600 Beaufighter
5-12th Bomb. Group
5-340 Bomb. Group
3-326 Wing
4-3rd S A. Wing
4-1st Fighter Group
4-82 Fighter Group
6-927th Sig. Bn., ASC
10-3rd A. S. Communications Sq.
10-2nd A. S. Communications Sq.
3-459th Sig. Const. Bn., Avn.

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DISTRIBUTION (Cont'd)

Internal
1-Commanding General
4-A-2
2-A-3
1-A-4
5-Signal Office
1-Cryptographic Officer
1-Adjutant General
1-File

DOCUMENT RECEIPT

FROM:

TO : SIGNAL OFFICER, HQ XII AIR SUPPORT COMMAND, APO 766, U. S. ARMY.

I hereby acknowledge the receipt of and hold myself responsible for the enclosed registered documents, issued to me by the Signal Section, HQ XII Air Support Command.

REGISTER NO. ____

____
Officer Receiving Material

____
Rank Branch

____
Date

____
Organization for which held

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AVALANCHE

~~SECRET~~

HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 766

RESTRICTED

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Authority of
C.G., XII A.S.C.

SIGNAL ANNEX

XII AIR SUPPORT COMMAND
SIGNAL ORDERS

HQ XII A.S.C.
APO 766
27 August 1943

1. Maps:

GSGS 2758 Scale: 1:1,000,000
GSGS 4080 Plotting Series
GSGS 4072 Scale: 1:500,000
GSGS 3982 Scale: 1:250,000
GSGS 4230 Scale: 1:250,000
GSGS 4164 Scale: 1:100,000

SITUATION

1. General.

a. The mission of XII A.S.C. is to neutralize the enemy air forces by air bombardment and provide air protection over the assault convoys, the assaults and subsequent operations of the land and sea forces in AVALANCHE; in addition, provide air protection and assistance for BAYTOWN operation.

b. The XII A.S.C. will exercise operational control of the following units in support of operations AVALANCHE and BAYTOWN.

Milazzo Area

(1) 31st Fighter Group.
(2) 27th Bomb. Group.
(3) 86th Bomb. Group.
(4) 322 Wing.
(5) 324 Wing.
(6) 111th Reconaissance Squadron.

Termini

(1) 33rd Fighter Group.

Gerbini

(1) 3 T.E. Fighter Groups.
(2) T.B.F. units.

c. Headquarters XII A.S.C. and all units under its control will be established in Naples area as quickly as the military situation permits.

d. "D" day: day on which assaults are launched in Gulf of Salerno.

e. "H" hour: time which first landing craft touch the beaches in the Gulf of Salerno.

2. Command Posts.

a. XII A.S.C. (Rear) - Lentini.

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b. XII A.S.C. (Adv.)

(1) Afloat - U.S.S. Ancon.
(2) Ashore - Salerno (with V Army).

3. Signal and fighter control units - shown at Appendix "A".

4. General Communication, Air Warning and Fighter Control Plan.

a. Assault Phase.

(1) The provision of radar cover over the convoys, beaches, assaulting troops on land and communication for aircraft control and contact with rear Headquarters in Sicily will be provided in this stage. The sources of radar cover for the assault will be as follows:

(a) Radar on Headquarters Ships.
(b) Radar on Warships.
(c) Two seaborne GCI's.
(d) Track broadcast from the Milazzo SOR.

(2) The U.S.S. Ancon will control shore based fighters and H.M.S. ULSTER QUEEN will control carrier borne fighters. H.M.S. Hilary will act as standby for U.S.S. Ancon and U.S.S. Ancon will act as standby for H.M.S. Ulster Queen. As regards the overall control of aircraft throughout this phase, U.S.S. Ancon will be the primary Headquarters Ship.

(3) U.S.S. Ancon will exercise general control and positioning of night fighters and will feed these fighters to the two seaborne GCI's for the final stages of interception. The GCI's are to use VHF Channel 6520 kc. x 18 mc. for control of night fighters and Channel "C" 6450 kc. x 18 mc. for liaison with the Headquarters Ship at night. The operational channel (6520) will be used for GCI liaison and plotting to Headquarters Ship during the day.

(4) Air Force communication channels to be operated aboard U.S.S. Ancon are shown at Appendix "B".

(5) The advanced SOR and air warning units of the 64th Fighter Wing will be ashore and in operation on "D" day or as soon thereafter as possible for the purpose establishing an air warning and fighter control system.

(6) Advance signal elements of XII A.S.C. and 64th Fighter Wing will be landed in the assault to provide wire and radio communications for their respective organizations.

b. Occupation Phase.

(1) By landing the SOR, air warning units, and communication facilities in the later stages of the assault, it will be possible to fly aircraft into and operate from the captured airfields in Italy as soon as they are cleared and provisioned.

(2) With the establishment of the air warning system ashore, one of the two seaborne GCI's will be landed and the other released for subsequent operations.

(3) Headquarters XII A.S.C. will be established with V Army at Salerno and Headquarters 64th Fighter Wing will be established near Monte Corvino airfield. Wire communications will be established from 64th Fighter Wing to all occupied airfields, radar units, Headquarters XII A.S.C. and GOR in this order of priority. W/T links will supplement all land lines.

(4) Air Support Parties will be deployed to VI Corps, 36th Division, 45th Division, 82nd Airborne Division and other units of V Army as may be required. Net control station will be located at Headquarters XII A.S.C. and this net will be operated on CW in accordance with S.O.P.

(5) 7 A.S.C. will provide tentacles with 10 Corps and furnish operating personnel and equipment at Headquarters XII A.S.C. for communication with these tentacles and main air support control at 15 Army Group.

c. Consolidation Phase.

(1) This phase presumes the arrival of all signal units of XII A.S.C up to and including D/15, which will permit the complete establishment of communications for the command. The rehabilitation, installation and operation of wire and radio services to all Air Force units in Italy, radio to higher headquarters in Sicily and North Africa and the extension of aircraft warning service to include low cover and harbor protection, increased protection by ground observer units will be carried out in this phase.

5. Signal Security.

a. The principles of signal security as set forth in S.O.P and XII A.S.C. S.O.I. must be strictly adhered to by all concerned. These principles apply to all radio, telephone and telegraph communications equally.

b. No radio transmitter will be operated during the voyage and radio silence will be maintained until "H" hour. If the situation arises where it is necessary to break radio silence on some Air Force channel it will be so done only after the approval of the naval commander has been obtained.

6. Communications.

a. Air Force communication units will perform their prescribed normal functions in the operation of all ground-air and point-point radio channels; their interior wire and message center facilities, the first and second echelon maintenance and repair of signal equipment.

b. Antiaircraft artillery will provide at the information center the necessary personnel to communicate with their respective units through the general or their own wire systems and in addition, provide all necessary radio equipment for the broadcast or net operation with AA units.

c. All ground force elements attached or cooperating in the defense of airdromes or Air Force installations, will install, operate and maintain their respective radio and wire communications, connecting when necessary, to or through the nearest Air Force unit wire center.

d. All ground elements of the air and ground forces attached to or under Air Force operational control will conform to Air Force procedure and signal operations instructions when working within the Air Force signal system.

7. The following general instructions are set forth for the guidance of all signal units concerned:

a. Current standing regulations and orders relating to signal security, administration, organization, equipment, operation, supply, maintenance, repair and salvage, unless modified by this Annex and S.O.I. Items as amended or subsequent orders, are and will remain in effect.

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b. Signal and communication troops, their equipment and installations will be afforded the highest priority of transportation, space facilities and aid from unit commanders to permit the earliest possible establishment of prescribed message center, radio and wire facilities.

c. Signal dump will be established at or near 64th Fighter Wing Headquarters in Italy.

d. Signal salvage dump for both friendly and enemy equipment will be established at or near 64th Fighter Wing Headquarters.

e. Assembly area for all assault signal troops is to be Monte Corvino irfield.

8. The Signal Officer will accompany Commanding General, XII A.S.C.

By command of Major General HOUSE:

W. S. GRAVELY,
Colonel, Air Corps,
Chief of Staff.

OFFICIAL:

SAMUEL J. BLOCHER,
Lt. Col., A.G.D.,
Adjutant General.

APPENDICES:

"A" -- Signal Troops.
"B" -- Radio Plan for Assault and Occupational Phase.

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AVALANCHE

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By authority of:
C.G., XII A.S.C.

HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 766

AMENDMENT NO. 1)
to)
SIGNAL ANNEX)

Paragraph 4 (a) sub 3 to read:

U.S.S. Ancon will exercise general control of all land-based day and night fighters. U.S. day fighters will be controlled over the assault area on U.S. "A" channel 5710 x 18 kc. RAF day fighters will be controlled on RAF "A" channel (5950 x 18 kc.). Channel "C" (6450 x 18 kc.) may be utilized to control either U.S. or RAF fighters in the event the "A" channels are unserviceable. During the initial stages night fighters will be positioned by U.S.S. Ancon on "C" channel and fed to the seaborne GCI's for operation on the night fighter "D" channel 6520. Seaborne GCI liaison with U.S.S. Ancon will be carried out on "C" channel (6450) at night and on 6520 during the day. Both Mark IV and Mark VIII A.I. will be used on night fighters in the operation. Mark IV equipped fighters will use the code word HIGHBOY and Mark VIII equipped fighters will use the code word LOWBOY. Mark VIII equipped fighters will not be operated over enemy territory.

UNIT	CALL W/T	CALL R/T	FREQUENCY
U.S.S. Ancon	93U	CONSTANT	
H.M.S. Hilary	58X	MATTOCK	
AMES 15051	85V	MATURE	5710
AMES 871	86W	VIRTUE	5950
AMES 8015 (LST)	28V	FLAMETREE	6520
AMES 15076 (LST)	---	ADLUX	6520
AMES 8035	98S	MIMIC	5840
AMES 887	8AK	PROJECT	6240
AMES 8033	---	SYRUP	5620
Naples Sector	Ø1T	[illegible] CHANGER	
Forward Fighter Con. (Milazzo)	8ØY	PYREX	

All AMES units will carry "C" channel in addition to the operational channels as designated above.

Communication between U.S.S. Ancon and bombers will be carried out on 5610 kc. This channel will be used only when absolutely necessary as this is a naval channel for carrier-based fighter control.

By command of Major General HOUSE:

W. S. GRAVELY,
Colonel, Air Corps,
Chief of Staff.

OFFICIAL:

D. E. Williams
D. E. WILLIAMS,
Lt. Col., Air Corps,
Signal Officer.

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HEADQUARTERS
XII AIR SUPPORT COMMAND

APO 766 US Army

APPENDIX "A"

AVALANCHE SHIPPING REQUIREMENTS TO SAIL FROM PALERMO (SIGNAL UNITS)

UNIT	ASSAULT			D+1 FOLLOW UP			D+3 FOLLOW UP			D+6 FOLLOW UP		
[illegible]7 Sig.Bn.ASC	O	EM	VHLS	O	EM	VHLS	O	EM	VHLS	O	EM	VHLS
[illegible]7 Sig.Bn.ASC												
Bn.HQ. & Med. Det.	3	9	5	3	8	3						
Br. A.L.P.				4	24	10						
Co. A												
Radio Sect.	2	50	14									
Msg.Cen. Sect.				1	18	4						
T & T Sect.	1	43	6									
HQ Sect.	1	12										
Co. Hq.	1	11	11	1	12	6						
Co. B												
Co. C	5	146	39									
TOTAL	13	251	75	9	62	23						
[illegible]nd A.S.Comm.Sq.												
Air Supt. Prties				7	51	21						
Sqdn. HQ. Sect.				2	5	2	2	39	24			
TOTAL				9	56	23	2	39	24			
3d A.S.Comm.Sq.												
Air Support Parties												
Sqdn. HQ. Sect.												
TOTAL												
[illegible]2nd Ftr Cont. Sq.												
HQ. Sect.		3	1				1			1	11	
Mess & Transp.		16	1					36	21		11	25
Med. Sect.										1	5	1
D/F Sect Rad.	1	56	28							2	50	25
Cont. Sect.	9	3								5	3	1
TOTAL	10	78	30	18	118	46	1	36	21	9	80	50
TOT.CRD.FWD.	23	329	105	18	118	46	3	75	45	9	80	50

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UNIT	ASSAULT			D/1 FOLLOW UP			D/3 FOLLOW UP			D/6 FOLLOW UP		
	O	EM	VHLS	O	EM	VHLS	O	EM	VHLS	O	EM	VHLS
Prov. Sig. AW Bn. HQ Co. A	3	4	3									
Admin.	2	18	6	1	17	7	2	35	10			
Radar MTCE				1	2	2		1	1		2	1
MSSU										6	55	19
Medical Sect.	1	3					1	3	2	2	5	1
Plotting Co.	6	72	7				2	34	2	2	34	2
Radio Co.	1	53	14					29	7	1	51	7
Wireless Obs.							1	54	9	1	21	4
#23 F.U. 329 Wg.	1	47	9									
GCI/COL	4	45	14				8	90	28	4	45	14
GCI/COL Bal.							1	14	6			
MRU										2	31	13
LWS	4	84	12					26	4	4	84	12
TOTAL	22	326	65	2	19	9	15	286	69	22	328	73
439th Sig Con Bn Bn. HQ												
Co. A							6	158	52			
Co. B												
TOTAL							6	158	52			
TOTAL BRT. FWD.	23	329	105	18	118	46	3	75	45	9	80	50
GRAND TOTAL	45	655	170	20	137	55	24	519	166	31	408	123

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UNIT	D+9 FOLLOW UP			D+12 FOLLOW UP			REAR HEADQUARTERS		
	O	EM	VHLS	O	EM	VHLS	O	EM	VHLS
927th Sig Bn ASC									
Bn HQ & Med Det									
Br. A.L.P.									
Co. A									
Radio Sect.							1	18	6
Msg Cen Sect								7	4
T & T Sect								6	
Co. HQ									
HQ Sect.								4	
Co. B							4	120	26
Co. C									
TOTAL							5	155	36
2nd A S Comm Sq									
Air Sup. Parties									
Sqdn. HQ Sect.									
TOTAL									
3rd A S Comm Sq									
Air Sup Parties				7	43	17		8	4
Sqdn. HQ Sect.				4	52	27			
TOTAL				11	95	44		8	4
82nd Ftr Cont Sq									
HQ Sect	1	1							
Mess & Transp		11	19						
Medical Section									
D/F Section	1	20	16						
Control Sect.									
TOTAL	2	32	35						
TOTAL CARRIED FWD.	2	32	35	11	95	44	5	163	40

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UNIT	D/9 FOLLOW UP			D/12 FOLLOW UP			REAR HEADQUARTERS		
	O	EM	VHLS	O	EM	VHLS	O	EM	VHLS
Prov. Sig. AW Bn.									
Hq. Co. A		1							
Admin.	4	34	37						
Radar MTCE									
SSU									
Medical Sect.									
Plotting Co.	1	22	1						
Radio Co.	1								
Wireless Obs.	1	44	12						
#23 F.U. 329 Wg.									
GCI/COL	8	90	28						
GCI/COL Bal.									
MRU	2	31	13						
LWS	4	84	12						
TOTAL	21	306	103						
439th Sig. Con. Bn.									
Bn Hq.									
Co. A									
Co. B				11	220	51			
TOTAL				11	220	51			
TOTAL BROUGHT FWD	2	32	35	11	95	44	5	163	40
GRAND TOTAL	23	338	138	22	315	95	5	163	40

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SIGNAL UNITS
VEHICLE BREAKDOWN

ASSAULT

TYPE OF VEHICLE	927 Sig Bn ASC	2nd A S Comm Sq	3rd A S Comm Sq	82nd Ftr Cont Sq	Prov Sig A W Bn	439th Sig Bn	TOTAL
1/4 Ton C & R	20			2	6		28
3/4 Ton W/C	5			2	9		16
3/4 Ton C & R							
3/4 Ton Ambulance							
1 1/2 Ton Wrecker	1						1
1 1/2 Ton Truck	1						1
4 Ton Truck							
K-44 Trk Earth Aurger							
K-38 1 1/2 Ton Const							
K-43 Const Truck							
2 1/2 Ton Truck	17			2	23		42
SCR 299 Truck	7			2	5		14
SCR 299 Pwr Trailer	7			12	5		24
SCR 572 Truck				1			1
SCR 573 Truck				3			3
SCR 574 Truck				3			3
SCR 575 Truck				3			3
4 Ton Wrecker							
GCI Special Vehicle					14		14
MRU Special Vehicle							
MSSU Special Vehicle							
1 Ton Cargo Trailer	15				3		18
1/4 Ton Cargo Trailer							
4 Wheel Lge Cargo Trlr							
1 Ton Water Trailer	1						1
2 Ton Water Trailer	1						1
1/2 Ton Water Trailer							
Sedan							
TOTALS	75			30	65		170

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SIGNAL UNITS
VEHICLE BREAKDOWN

D/1 FOLLOW UP

TYPE OF VEHICLE	927 Sig Bn ASC	2nd A S Comm Sq	3rd A S Comm Sq	82nd Ftr Cont Sq	Prov Sig A W Bn	439 Sig Bn	TOTAL
1/4 Ton C & R	7	8			4		19
3/4 Ton W/C	7	1			5		13
3/4 Ton C & R	1						1
3/4 Ton Ambulance	1						1
1 1/2 Ton Wrecker							
1 1/2 Ton Truck							
4 Ton Truck							
K-44 Trk Earth Auger							
K-38 1 1/2 Ton Const							
K-43 Const Trk							
2 1/2 Ton Truck							
SCR 299 Truck	1	7					8
SCR 299 Pwr Trailer	1	7					8
SCR 572 Truck							
SCR 573 Truck							
SCR 574 Truck							
SCR 575 Truck							
4 Ton Wrecker							
GCI Special Vehicle							
MRU Special Vehicle							
MSSU Special Vehicle							
1 Ton Cargo Trailer							
1/4 Ton Cargo Trailer	3						3
4 Wheel Lge Cargo Trlr							
1 Ton Water Trailer							
2 Ton Water Trailer							
1/2 Ton Water Trailer	1						1
Sedan (British)	1						1
TOTALS	23	23			9		55

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D/3 FOLLOW UP

TYPE OF VEHICLE	927 Sig Bn ASC	2nd A S Comm Sq	3rd A S Comm Sq	82nd Ftr Cont Sq	Prov Sig A W Bn	439th Sig Bn	TOTAL
1/4 Ton C & R		3		2	1	9	15
3/4 Ton W/C		6			5	6	17
3/4 Ton C & R		1					1
3/4 Ton Ambulance					1		1
1 1/2 Ton Wrecker							
1 1/2 Ton Truck							
4 Ton Truck						3	3
K-44 Trk Earth Auger						2	2
K-38 1 1/2 Ton Const						1	1
K-43 Const Trk						6	6
2 1/2 Ton Truck		4		18	18	9	49
SCR 299 Truck		1			4		5
SCR 299 Pwr Trailer		1			4		5
SCR 572 Truck							
SCR 573 Truck							
SCR 574 Truck							
SCR 575 Truck							
4 Ton Wrecker							
CCI Special Vehicle					34		34
[illegible]U Special Vehicle							
MCSU Special Vehicle							
1 Ton Cargo Trailer		3			3	7	13
1/4 Ton Cargo Trailer		5				6	11
4 Wheel Lge Cargo Trlr						3	3
1 Ton Water Trailer				1			1
2 Ton Water Trailer							
1/2 Ton Water Trailer							
Sedan							
TOTALS		24		21	70	52	167

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SIGNAL UNITS
VEHICLE BREAKDOWN

D+6 FOLLOW UP

TYPE OF VEHICLE	927 Sig Bn ASC	2d A S Comm Sq	3d A S Comm Sq	82nd Ftr Cont Sq	Prov AW Bn	439 Sig Bn	TOTAL
1/4 Ton C & R				5	1		6
3/4 Ton W/C				3	4		7
3/4 Ton C & R				1			1
3/4 Ton Ambulance				1	1		2
1 1/2 Ton Wrecker							
1 1/2 Ton Truck					2		2
4 Ton Truck							
K-44 Trk Earth Auger							
K-38 1 1/2 Ton Const							
K-43 Const Truck							
2 1/2 Ton Truck				9	19		28
SCR 299 Truck				2			2
SCR 299 Pwr Trailer				12			12
SCR 572 Truck				1			1
SCR 573 Truck				3			3
SCR 574 Truck				3			3
SCR 575 Truck				3			3
4 Ton Wrecker							
GCI Special Vehicle					14		14
MRU Special Vehicle					13		13
MSSU Special Vehicle					19		19
1 Ton Cargo Trailer				7			7
1/4 Ton Cargo Trailer							
4 Wheel Lge Cargo Trlr							
1 Ton Water Trailer							
2 Ton Water Trailer							
1/2 Ton Water Trailer							
Sedan							
TOTALS				50	73		123

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AVALANCHE

SIGNAL UNITS
VEHICLE BREAKDOWN

D+9 FOLLOW UP

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TYPE OF VEHICLE	927 Sig Bn AAF	2d A S Comm Sq	3rd A S Comm Sq	82nd Ftr. Con Sq	Prov Sig AW Bn	439 Sig Bn	TOTAL
1/2 Ton C & R				3			3
3/4 Ton W/C				3	6		9
3/4 Ton C & R				2			2
3/4 Ton Ambulance					1		1
1 1/2 Ton Wrecker					1		1
1 1/2 Ton Truck							
4 Ton Truck							
[illegible] Earth Auger							
[illegible] 1 1/2 Ton Const.							
[illegible] Const. Trk.							
[illegible] 1/2 Ton Truck				2	35		37
SCR [illegible] Truck							
SCR [illegible] Pwr. Trlr				8			8
SCR [illegible] Truck							
SCR 573 Truck				2			2
SCR 574 Truck				2			2
SCR 575 Truck				4			4
[illegible] Wrecker					1		1
[illegible] Special Vehicle					28		28
[illegible] Special Vehicle					13		13
[illegible] Special Vehicle							
[illegible] Ton Cargo Trailer					16		16
1/4 Ton Cargo Trailer				8			8
4 Wheel Lge Cargo Trlr					3		3
1 Ton Water Trailer				1			1
2 Ton Water Trailer							
1/2 Ton Water Trailer							
Sedan							
TOTALS				35	103		138

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SIGNAL UNITS
VEHICLE BREAKDOWN

D/12 FOLLOW UP

TYPE OF VEHICLE	927th Sig Bn ASC	2nd A S Comm Sq	3rd AS Comm Sq	82nd Ftr Cont Sq	Prov Sig A W Bn	439th Sig Bn	TOTAL
1/4 Ton C & R			11			9	20
3/4 Ton W/C			12			6	18
3/4 Ton Ambulance						1	1
1 1/2 Ton Wrecker							
1 1/2 Ton Truck							
4 Ton Truck						3	3
K-44 Trk Earth Auger						2	2
K-[illegible] 1 1/2 Ton Const						1	1
K-[illegible] Const Trk						6	6
2 1/2 Ton Truck			4			9	13
SCR 299 Truck			5				5
SCR 299 Pwr Trlr			5				5
SCR 572 Truck							
SCR 573 Truck							
SCR 574 Truck							
SCR 575 Truck							
4 Ton Wrecker							
[illegible] Special Vehicle							
[illegible] Special Vehicle							
[illegible]SU Speical Vehicle							
1 Ton Caro Trailer			5			7	12
1/4 Ton Cargo Trailer						6	6
4 Wheel Lge Cargo Trlr							
1 Ton Water Trailer			1			1	2
2 Ton Water Trailer							
1/2 Ton Water Trailer							
Sedan							
TOTALS			43			51	94

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HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 766

APPENDIX "B"

TO

SIGNAL ANNEX

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 766, US Army

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S.O.I.)
ITEM :
No. 41-2)

Effective ØØØ1B "D" DAY

Supercedes Item 41-1 dated 20 June 1943

RADIO CIRCUIT DIAGRAMS

Attached are the radio circuit diagrams for the successive phases of the operation "AVALANCHE".

a.) APPENDIX "A" ASSAULT COMMUNICATIONS

b.) APPENDIX "B" INITIAL COMMUNICATIONS ASHORE

c.) APPENDIX "C" DEVELOPED COMMUNICATIONS ASHORE

By Command of Major General HOUSE:

SAMUEL J. BLOCHER,
Lt. Col., A. G. D.,
Adjutant General.

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[redacted]

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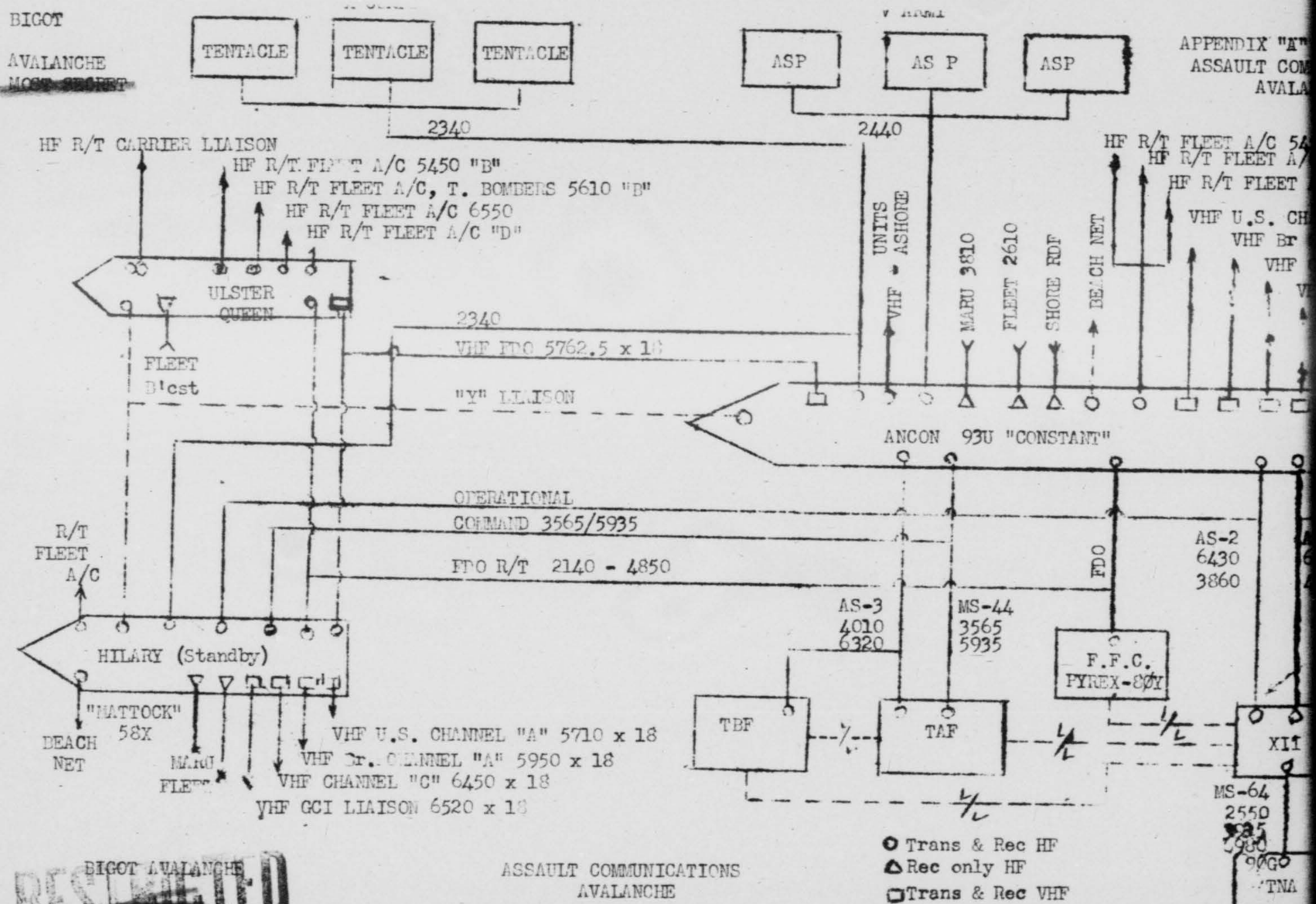
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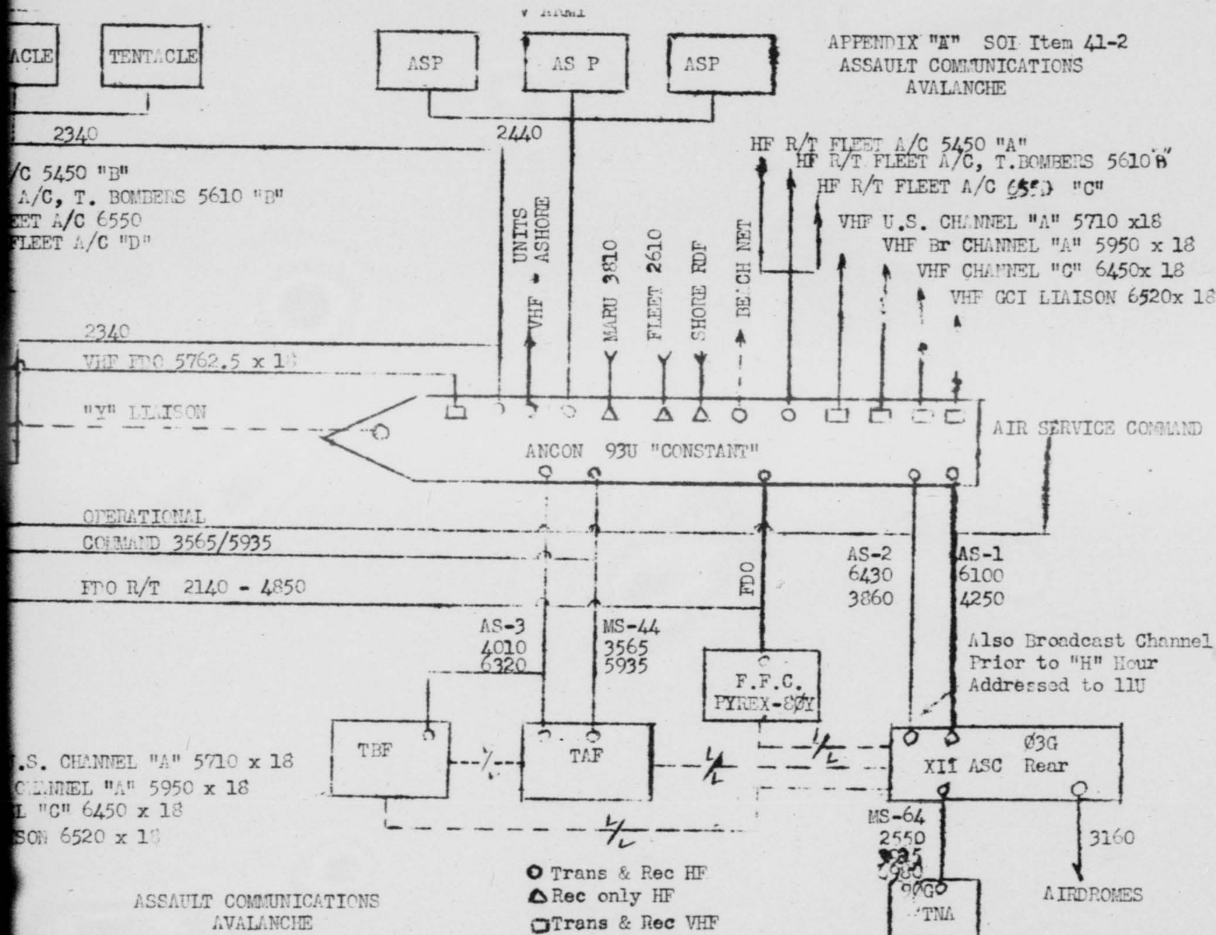
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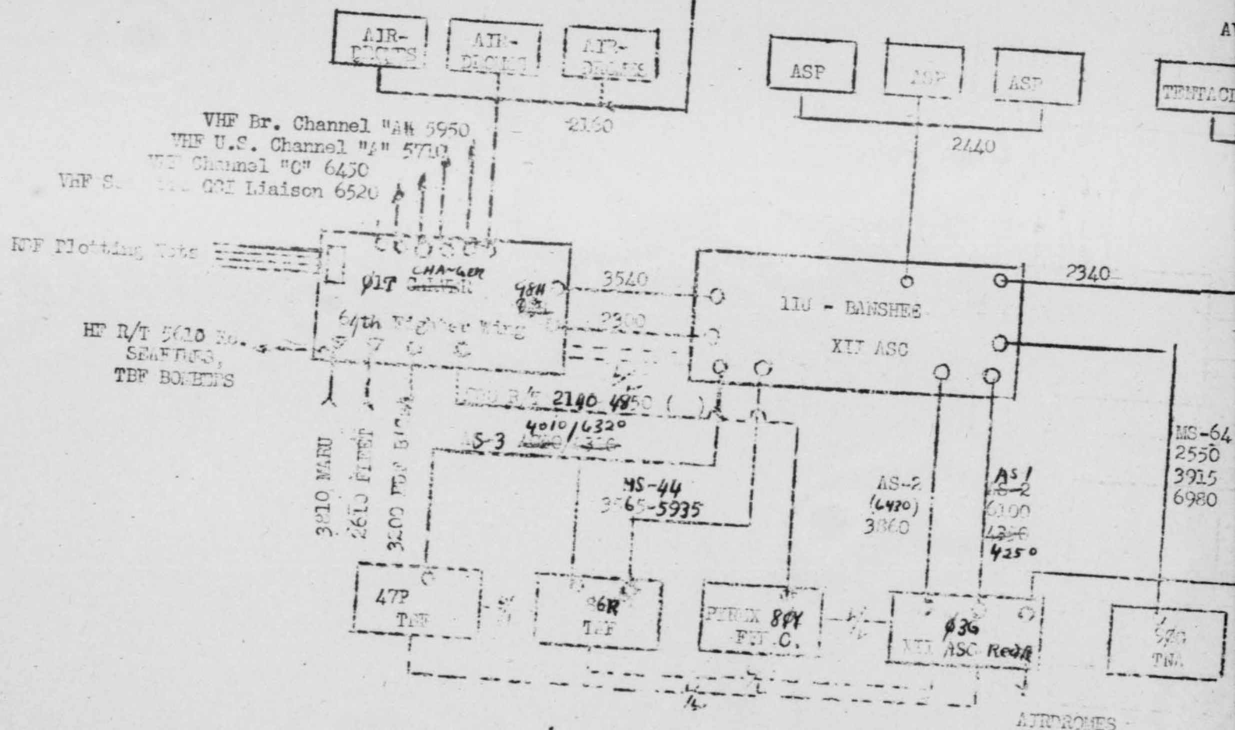
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INITIAL COMMUNICATIONS ASHORE

AVALANCHE

Appendix "B" SOI

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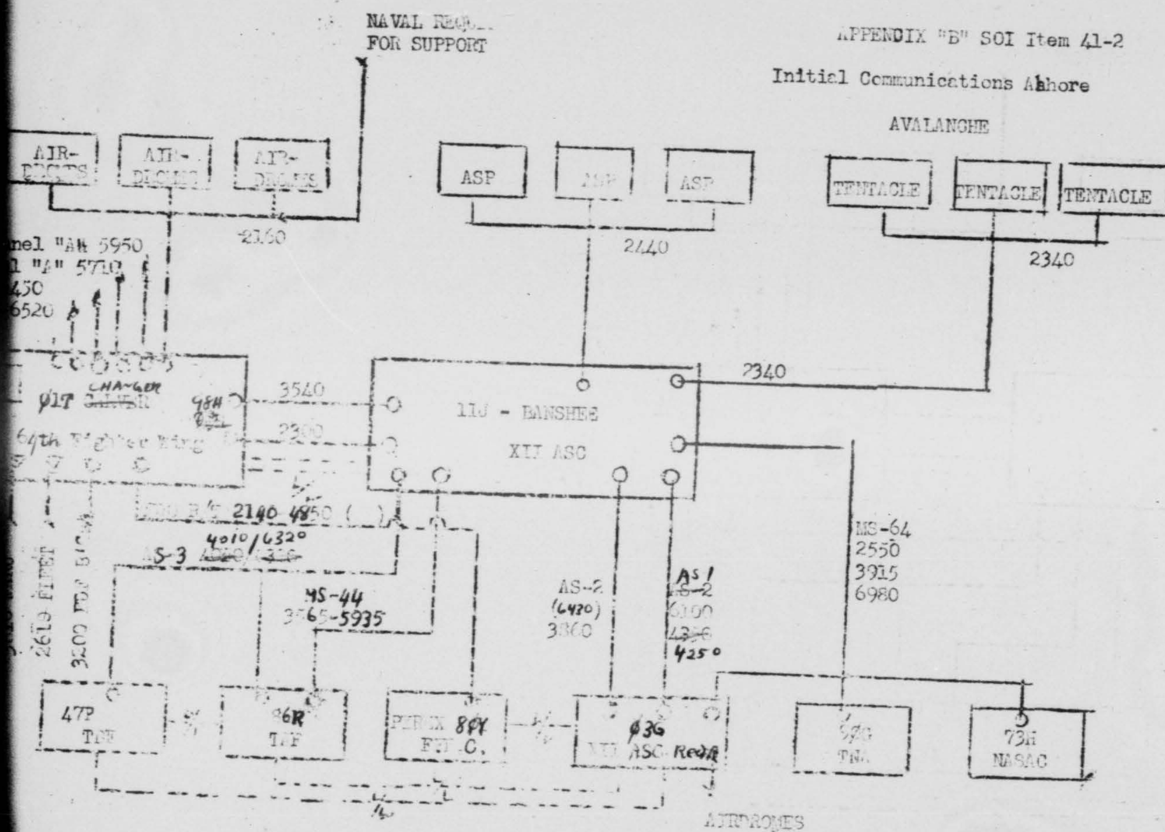
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APPENDIX "B" SOI Item 41-2

Initial Communications Ashore

AVALANCHE



INITIAL COMMUNICATIONS ASHORE

AVALANCHE

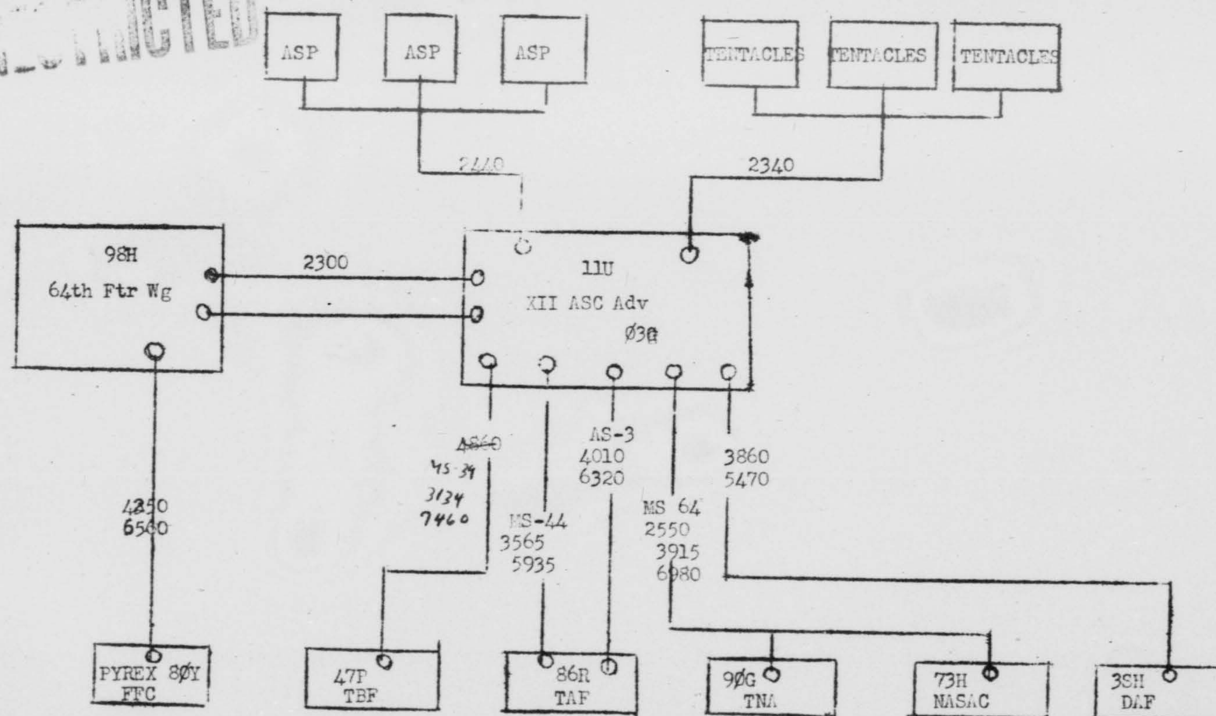
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"C"
SOI ITEM 41-2



DEVELOPED COMMUNICATIONS ASHORE

AVALANCHE

Appendics "C" SOI Item 41-2

BIGOT AVALANCHE
~~MOST SECRET~~

[redacted]

HEADQUARTERS XII AIR SUPPORT COMMAND
APO 766, U.S. ARMY

RESTRICTED

27 August 1943

S.O.I.)
ITEM :
No. 3-3) Supercedes Item 3-2 dated 23 June 1943.

INDEX

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([redacted])

RESTRICTED

ITEM NO.	TITLE
31-1	General Wire Circuit Diagram
33-2	Telephone Exchange Code Names
34-1	Teleprinter Call Signs
35-1	Standard Telephone Directory Number Assignments
36-1	Teleprinter Procedure
[illegible]DIO	
40-1	General Radio Communications Instructions
41-2	Radio Circuit Diagrams
43-3	Frequency Allocations
44-2	Radio Call Signs
46-2	VHF Frequency Allocation and Uses
48-1	Radio Procedure Appendix "A" R/T Procedure for Use by and with Aircraft
49-1	Distress Procedure and Air/Sea Rescue Organization
50-1	Radio Aids to Navigation
51-1	Supply of Crystals
52-1	Control of Radio Equipment
[illegible]DAR	
60-1	General Radar Instructions
62-1	Air Warning System Communications
63-2	Identification and Use of IFF
64-1	Operations Room Procedure
65-1	A.I. and A.S.V. Respondor Beacons
66-1	Enemy Radar and Radar Countermeasures
67-1	Ground Observers
MISCELLANEOUS	
70-1	General Signal Security Instructions
71-2	Weather Reports

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HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 766, US Army

26 August 1943

MEMORANDUM)
:
) All Holders of Signal Operations Instructions, XII Air Support Command.

The followingitems of the Signal Operations Instructions, XII Air Supp... ...ommand are no longer in effect and are to be destroyed by burning:

ITEM NO.	TITLE
19-1	Verification Signals, Air Ground W/T
42-1	Radio Operation, Point to Point Schedules
55-1	Datum Frequency procedure
65-1	Radar Coverage Plan
Appendix "A" to Item 62-1	

By Command of Major General HOUSE:

Samuel J. Blo...
SAMUEL J. BLOCKER,
Lt. Col., A. G. D.,
Adjutant General.

[redacted]
([redacted]dential)

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HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 766, US Army

RESTRICTED

22 August 1943

S.O.I.)
ITEM :
NO. 8-2)

This item supercedes Item 8-1, this Headquarters.

Hours of daylight, darkness, moonlight and state of the moon for the period 6th - 30th September 1943.

Computed for Latitude 40° N. Longitude 14° 45' E.

DATE SEPT.	LAST LIGHT	MOONRISE	MOONSET	HOURS OF DARKNESS	HOURS OF MOONLIGHT	FIRST LIGHT	MOON PHASE
6	1952B		2223B	10 Hr. 11 Min.	02 Hr. 31 Min.	0603B	1st Q.
7	1951B			10 Hr. 13 Min.		0604B	
8	1949B		0009B	10 Hr. 16 Min.	04 Hr. 20 Min.	0605B	
9	1948B		0102B	10 Hr. 18 Min.	05 Hr. 14 Min.	0606B	
10	1946B		0201B	10 Hr. 21 Min.	06 Hr. 15 Min.	0607B	
11	1944B		0307B	10 Hr. 24 Min.	07 Hr. 23 Min.	0608B	
12	1942B		041[illegible]B	10 Hr. 27 Min.	08 Hr. 36 Min.	0609B	
13	1941B	1911B	0534B	10 Hr. 29 Min.	09 Hr. 53 Min.	0610B	
14	1939B	1949B	0647B	10 Hr. 32 Min.	10 Hr. 22 Min.	0611B	Full
15	193[illegible]B	2027B		10 Hr. 34 Min.	09 Hr. 45 Min.	0612B	
16	1936B	2054B		10 Hr. 37 Min.	09 Hr. 19 Min.	0613B	
17	1934B	2136B		10 Hr. 40 Min.	08 Hr. 38 Min.	0614B	
18	1931B	2209B		10 Hr. 44 Min.	08 Hr. 06 Min.	0615B	
19	1929B	2249B		10 hr. 47 Min.	07 Hr. 27 Min.	0616B	
20	1928B	2330B		10 Hr. 48 Min.	06 Hr. 46 Min.	0616B	
21	1926B			10 Hr. 51 Min.		0617B	
22	1924B	0018B		10 Hr. 54 Min.	06 Hr. 00 Min.	0618B	
23	1923B	0105B		10 Hr. 56 Min.	05 Hr. 14 Min.	0619B	
24	1922B	0156B		10 Hr. 58 Min.	04 Hr. 24 Min.	0620B	
25	1920B	0250B		11 Hr. 01 Min.	03 Hr. 31 Min.	0621B	
26	1919B	0346B		11 Hr. 02 Min.	02 Hr. 35 Min.	0621B	
27	1919B	0443B		11 Hr. 04 Min.	01 Hr. 39 Min.	0622B	
28	1916B	0540B		11 Hr. 07 Min.	00 Hr. 43 Min.	0623B	
29	1915B	0640B		11 Hr. 08 Min.		0623B	New
30	1913B	0738B		11 Hr. 11 Min.		0624B	

All times are in the "B" time zone (i.e., G.M.T. plus 2 hours)

Hours of darkness are calculated from last light to first light, without regard to the presence of moonlight.

Hours of moonlight are calculated from last light to moonset, or from

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S.O.I.)
ITEM :
NO. 8-2) Cont'd.

moonrise to first light as the case may be.

The notation in the column "First Light" denotes the morning following the night described, and the date in this column is therefore one day later.

For points other than at 14° 45' E. Longitude add four minutes for each degree west and subtract four minutes for each degree east.

By command of Major General HOUSE:

Rollin F. Becker
ROLLIN F. BECKER,
Major, Signal Corps,
Asst. Signal Officer.

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[redacted]

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 766, US Army

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S.O.I.)
ITEM :
NO. 10-2)

Effective ~~00~~13 "D" Day

This item supercedes S.O.I. ITEM NO. 10-1 and Appendix "A" to ITEM 10-1.

INSTRUCTIONS
AIR SUPPORT REQUESTS

1. Air Support Requests will be sent in clear, using the form appendd.

2. When the action requested will take 5 hours or more after the request is made, the request will be encyphered by M-209.

3. Acknowledgement will be by Air Support Control Code.

4. Map references: SOUTH ITALY BLUE GRID.

5. Codes and cyphers, forms to be supplied by Cryptographic Section XII ASC:

a. Air Support Control Code. (SDME 0509/14)
b. M-209. (V Army Cipher Key List)
c. Map Coordinate Code, MARCO. (V Army)
d. CDME 0504 (5). (Authentication Code W/T)
e. SDME 0513 (6). (Authentication Code R/T)

6. The following rules will be followed in preparing of Air Support Requests on present Air Support Request Forms:
a. Space U. (Number Support Units Required)- is unnecessary and will be disregarded in that this information is as easily determined by the operations personnel preparing the attack order and would be a superfluous transmission.
b. Space T. (Description of target)- must be filled in as accurately as possible, but should be brief as possible taking full advantage of authorized abreviations.
c. Space L. (Location of target)- should include pin points whereever possible, should be brief but complete. Map references should be in clear when given with other location descriptions - do not use MARCO in such cases because accompaning information compromises this code.
d. Space P. (Probable Movement or Change in Target)-should be brief giving directions and route. Use letter abbreviations for compass direction.

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e. Space H. (Time limits of attack)- if not filled in will indicate immediate action should be taken. If a certain time is desired indicate by NLT (not later than) 1200 or whatever the hour may be.

f. Space X. (Other Information or Special Instructions)- use only when necessary.

g. Space R. (Signature)- is not necessary and will not be used because signatures are not to be sent in the clear. The call sign of station from which received indicates the division or corps and the signature of the Commanding General thereof. However the request should be signed in lower right hand corner to indicate writer, but this signature as well will not be sent in the clear.

h. The letter Z should be usedafter the space letter if no information is to be given there.

7. A new Air Support Request form excluding spaces U and R will be distributed as soon as practicable.

8. Air Support Net will operate on 2440 Kcs. The call signs of units are as follows.

ASP	UNIT ASSIGNED	R/T Call	W/T CALL
#13	VI Corps	TWITTER	88X
#12	36th Inf. Div.	WARLOCK	83G
#11	45th Inf. Div.	PROBATE	47J
#10	82nd A.B. Div.	MUTTON	11M
ASC	XII Air Support Command (Afloat)	CONSTANT	93U
ASC	XII Air Support Command (Ashore)	BANSHEE)	11U

9. There will be radio silence until the security of this operation is lost. Higher headquarters will advise when this radio silence is ended.

10. All time will be "B" time.

11. Authentication will be by use of CDME 0504/5 (W/T) and SD[illegible] 0513/6 (R/T).

12. Air Support Parties will NOT exercise any control over Aircraft in flight as this is accomplished by a central Air Control. Parties are, however, authorized to contact aircraft on VHF Radio, channel "C" for the following purposes only:

(a) Receive or intercept intelligence information from A/C for transmittal to XII Air Support Command and for dissemination to their attached headquarters.

(b) Upon request from A/C to assist them in location of their targets.

(c) The following frequencies will be used in all VHF sets:

Channel "A" 102.78 Mc.
Channel "B" 114.30 Mc.
Channel "C" 116.10 Mc.
Channel "D" 117.90 Mc.

13. Air Ground Signals;

(a) Panels:

(1) The on[illegible]ized are illustrated in

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Signal Operations Instructions, Item 23-1, XII A.S.C. S.O.I. Normally these displays will be prearranged or will be requested by radio.
(2) A friendly aircraft will ask for "Ground Panel Display" by throttling motor twice or by releasing a green verey light.
(3) Any panel display made will be removed and cancelled immediately after the plane has acknowledged by "Rocking" or has passed on beyond the area concerned.

(b) Artifical Landmarks:
(1) All corps, divisions, and Regimental Headquarters companies will have a trained "team" prepared to put out landmarks in their area by day or night when ordered through ASC channels. Such landmarks will be in such a position that they may be easily maintained without enemy opposition. The landmarks will be a letter of the alphabet as ordered, by day at least 50 yards long, by night 100 yards long, the width of the strips forming the landmarks being at least 3 yards. Day landmarks can be improvised from petrol tins (opened out and blackened if necessary), blankets or ground panel strips. Night landmarks will consist of lighted tins of petrol and sand, tow soked in oil, small flares, or electric bulbs spaced 25 yards apart. Arrangement must be made for illuminating a night landmark throughout the whole period of darkness, if necessary.
(2) AASC or ASC will be responsible for ordering time of illumination of night landmarks.
3. It is the responsibility of the Artificial Landmark "team" to reconnoiter the site and report accurately the map references of the landmark. The landmark may be moved from time to time provided all concerned are given sufficient warning.

(c) Smoke:
(1) The air to ground request for friendly troops to show yellow smoke will be a white verey light from aircraft (not to be confused with the pulsating [illegible] light).
(2) Ground to air recognition will [illegible] yellow smoke grenades or flares T.R. yellow. Yellow flares or smoke will not be used for any other purpose.

(d) Impromptu Landmarks:
(1) For close targets, an impromptu landmark will be put out whenever possible, consisting of colored smoke or flares preferably in conjunction with well defined natural landmarks or a "VEE" strip (Signal Operations Instructions), (Yellow smoke or flares will NOT be used for this purpose). Its position will be included in the target request, as close as possible to the target area but in such positions that it can be maintained without enemy opposition. The actual color of smoke or flares should be lit two minutes before the estimated time of attack of the aircraft (Received over AASC or ASC channels).

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ASC channels.

By Command of Major General HOUSE:

SAMUEL J. BLOCHER,
Lt. Col., A. G. D.,
Adjutant General.

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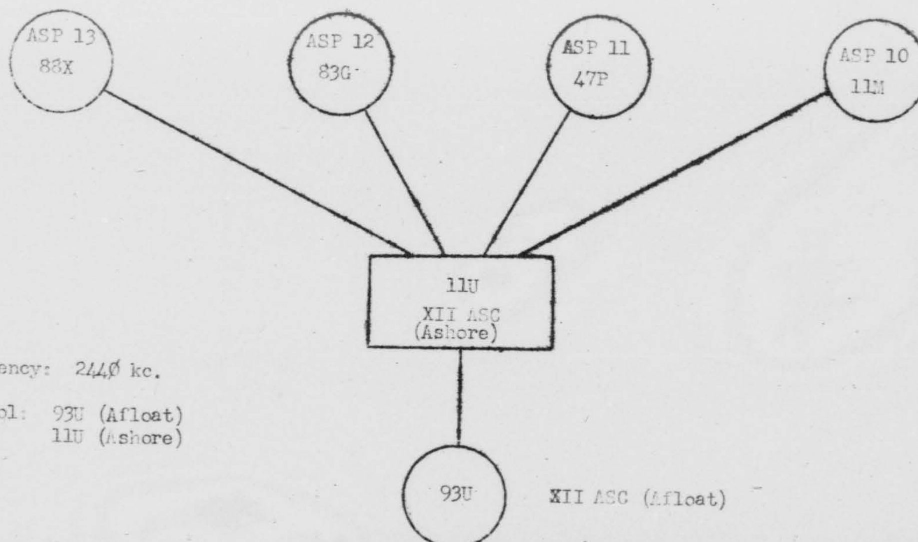
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~~By Authority of:~~
~~C.O., XII ASC~~

A.G.

APPENDIX "A" S.O.I. ITEM 10-2



Net Frequency: 2440 kc.

Net Control: 93U (Afloat)
11U (Ashore)

INITIAL AIR SUPPORT RADIO NET

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HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 766, US Army

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[redacted] A.G.

S.O.I.)
ITEM :
NO. 16-2) (REF. NO. - SEE CHART)

CRYPTOGRAPHIC SYSTEMS

1. SIGABA (Army). The SIGABA is to be used in conjunction with SIGLIDS in accordance with existing instructions.

2. SIGABA (Joint Army-Navy). The SIGABA is to be used in conjunction with SIDDIK in accordance with existing instructions.

3. Typex (Interservice). The Typex is to be used in accordance with existing instructions.

4. Strip. This reserve system is to be used in accordance with existing instructions.

5. M-209 'A' (Theater) M-209 'A' is NOT used by HQ. XII Air Support Command or 64th Fighter Wing or any of its subordinate units.

6. M-209 'B' (Joint). This key will be used for operation HUSKY for joint Army-Navy communication. Instruction book will be issued. This key will be held by HQ. XII A.S.C. Forward and Rear and 64th Fighter Wing.

7. M-209 'C' (HUSKY). M-209 'C' is to be used in conjunction with AFDAR and cypher key ALDAR. It will be used during this operation.

8. AGL. AGL will not be used.

9. SD 0267/ME/1, SD 0267/ME/1 is a high grade cypher by USAAF and for RAF. It is to be used in conjunction with recyphering tables SD 0268/1. Table 10. SD 066/1 recyphering table 10 will be held in reserve. This will not be taken by assault units but will be distributed later.

10. SD 0273 - SD 0274. (Interservice Book Cypher). SD 0273 (Encypher) and SD 0274 (Decypher) is to be used for Communication between Navy, Army, R.A.F. and U.S. Units. They are to be used in conjunction with recyphering tables SD 0275 table.

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11. CD 0254 (Thre[illegible]). CD 0254 is a low grade cypher for communication between lower for[illegible] of British Army and R.A.F. and U.S.A.A.F. Units; but not for use [illegible] R.A.F. and U.S.A.A.F. units. It is to be used in conjunctio[illegible] with recyphering tables CD 0255.

12. SD 0356(Nos. 4 and 5) (RAF recyphering table indicator book) SD 0356 is for use as a discriminant for the various 4 figure cyphers in use by indicating which cypher an d which recyphering table has been used.

13. SYKO V,Y. SYKO is to be used in accordance with existing instructions. It is for air to ground or ground to air communications ONLY.

14. SDME 0529/2 (Substitution Cypher). SDME 0529/3 is used in conjunction with SDME 0525 to encode significationsfor which no provision is made in the vocabularies to the M.E. Codes.

15. [illegible] SD 0509/14(Air Support Control Code) SD 0509 is for use by Air Support Units, Section Controls and Advanced Observation posts over Special W/T Army Support ners. Instructions for use are issued with document.

16. SDME 0499/ 11 & 12 SDME 0501 SDME 0500 SDME 0502/2 (Aircraft Movements Code.) SDME 0499/11 and 12 is used by operations, flying control and A.A.C.S. to encode messages in connection with arrivals, departures and warnings of aircraft on flights. Instructions for use are issued with Code.

17. SDME 0515/LBF/2 (Operations Room Code) SDME 0515/LBF/2 is to be used in conjunction with SDME 0516/LBF/[illegible]6. It is used by operations rooms to pass rapidly operational orders and op[illegible]onal reports by R/T or W/T. Instructions for use are issued with documents. This Code can be used to advantage by units of Air Support Command.

18. JOINT OPERATIONS CODE SIGMIS. This Code is designed for Tactical Communications between the U.S. Army and Navy units during the assault phase.

19. AIRCRAFT WARNING CODE. This code is for use by RADAR (R.D.F.) units.

20. SDME 0513/1 (R/T Authentication Code). This is a point to point R/T Auth. code.

21. SD 0504/5 (W/T Authentication Code). SD 0504/5 is to be used for W/T Authentication on point to point channels. The challenge is made by giving the number of a line followed by a column number always in this order. The reply is made by giving the four figure number on the given line and in given column of appropriate daily table. The table in force on 1st. July is Number 1, on 2nd. July, Number 2 and so on changing daily in consecutive [illegible]

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22. SD 0220 (Air-Ground Verification Code). See S.O.I. ITEM 19-1.

23. SP 02440 (Aircraft Recognition Signals) See S.O.I. ITEM NO. 20-1.

24. SDMS 0334 (Fighter Scramble Code) This code is to be used by controlling stations to scramble aircraft and for operational units to advise these stations of compliance.

25. CD 014/ME (1) Appendix 'A'. (W/T Call sign scramble). Separate instructions for use have been issued.

26. FIGHTER DIRECTION VOCABULARY. This is a self evident R/T and W/T code and vocabulary.

27. SDMS 0335 (Friendly Aircraft Approach Code) Separate instructions for use have been issued.

By Command of Major General HOUSE:

SAMUEL J. BLOCHER,
Lt. Col., A. G. D.,
Adjutant General.

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 766, US Army

RESTRICTED

26 August 1943

S.O.I.)
ITEM :
NO. 20-2)

RECOGNITION SIGNALS

1. Visual aircraft recognition signals for air to ground to ship will be effected through use of the following documents;

a. (1) SP Ø244Ø (1) - Number Index Columns
(2) SP Ø2442 - Basic Key Memorandum Nr. 2 (Aircraft)
(3) SP Ø2443 - Basic Key Memorandum Nr. 3 (Submarine)

b. Effective ØØØ1Z Aug. 26, 1943 use Index Column Nr. 1077.

c. Signals change at following times (GMT).

(a) ØØØØZ - Ø6ØØZ
(b) Ø6ØØZ - 12ØØZ
(c) 12ØØZ - 18ØØZ
(d) 18ØØZ - 24ØØZ

d. Attention is invited to Column 3 and 6 in Basic Key Memorandum Nr. 2 SP Ø2442, Column 6. Letter is to be keyed using white light only until further orders. Column 3, Type 'T' Pyrotechnic is not yet in force.

e. Column 4, Grenade (Pattern 65) of SP Ø2443 and Column 6 Pattern 1 to 9 identification flares are not effective. US Subs use GREEN smoke Grenade where Blue is prescribed in Column 7.

f. To ascertain the recognition signals for the day, consult SP Ø244Ø (1) and turn to the numbered index Column effective for that particular month. Note the number in that Column opposite the particular day, then turn to the number listed in SP Ø2442 or SP Ø2443 and note the various recognition signals for that day. Further details are given on first page of SP Ø2442 or SP Ø2443

By Command Of Major General HOUSE:

SAMUEL J. BLOCHER,
Lt. Col., A. G. D.,
Adjutant General.

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 766, US Army

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A.G.

S.O.I.)
ITEM :
NO. 21-2)

MAP COORDINATE CODE (MARCO)

1. Air Support Party Commanders will use current issue of the V Army Marco Code and no other for map references.

2. The responsibility for the enciphering of Map Coordinates in every inst devolves upon the Air Support Party Commander.

3. Map references WILL be enciphered in MARCO code when referring to friendly units or activities of friendly units prior to their happenings, in NO case will Marco be used for reference to location that can be tied up with passed activities friendly or enemy or other information commonly known or recognizable by the enemy. If the case is one that the information, though about the enemy, is of such a nature thatiit is desired to be retained a secret that we have that knowledge, then the entire message should be enciphered.

4. Care must be taken that, once a location is expressed in the MARCO code, all succeeding references to this same location are similarly encoded.

5. DESCRIPTION: MARCO consists of three keying elements for the encoding of each map coordinate.

(a) A code word is used to designate the scale of the map to which the coordinates refer. A non-military, five letter word is preferable.

MAP SCALE	CODE WORD
1:2,000,000	SUGA[illegible]
1:1,000,000	[illegible]
1: 500,000	[illegible]
1: 250,000	[illegible]
1: 200.000	APPLE
1: 100,000	MAPLE
1: 50,000	GRAPE
1: 25,000	MELON

(b) The letter, or letters, indicating the basic map square used is enciphered by meansoof an enciphering alphabet such as the one shown below:

```
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
O U R N B I H G A S Y K Z F W V T Q L J E D P M C X
```

(c) The figures of the map coordinate are converted into letters by means of a key of 21 random letters, the numberals from 0 to 9 in order, and the word "Repeat" arranged as follows:

```
C M P D V W X F Z K
0 1 2 3 4 5 6 7 8 9      Repeat T
S A G H Y N R O U Q
```

6. Process of Enciphering:

(a) The code word for the map scale to be used is selected from the current table. This code word will immediately precede the code group of the xoordinates in any message using MARCO.

(b) To encipher the letter, or letters, indicating the basic map square use the enciphering alphabet for the correct day.

(c) To encipher a six figure map reference,

(1) Substitute for the first and fourth figures, the corresponding letters from the top line of letters; for the remaining figures substitute the corresponding letters from the bottom line.

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(2) Use the repeat letter instead of the normal letter when the third figure repeats the second, or the sixth figure repeats the fifth.

(d) To encipher a four figure map reference,

(1) Substitute for the first and third figures, the corresponding letters from the top line of letters; for the second and fourth figures substitute the corresponding letters from the bottom line.

(2) The repeat letter is not necessary.

(a) Example of encoded references:

(1) Clear reference - 1:2,000,000		J-5977
Enciphered " -	SUGAR	S-WQFO
(2) Clear reference - 1:500.000		O-322445
Enciphered " -	LEMON	W-DGTYTN

By Command of Major General HOUSE:

RESTRICTED

SAMUEL J. BLOCHER,
Lt. Col., A. G. D.,
Adjutant General.

[redacted]
([redacted])

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~~S E C R E T~~
HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 766, U.S. ARMY

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S.O.I.)
ITEM :
No. 33-2) This item supercedes Item No. 33-1, dated 20 June 1943.

Effective Date of Issue

TELEPHONE DIRECTORY & TELEPHONE CODE NAMES

1. HEADQUARTERS XII AIR SUPPORT COMMAND

Commanding General	GEORGIA	6
Chief of Staff	"	5
A-1	"	1
A-2	"	2
A-3	"	3
A-4	"	4
Adjutant General	"	7
Signal Officer	"	10
Asst. Signal Officer	"	10
Radar Officer	"	30
Radio Officer	"	30
Radio Room	"	28
Cryptographic Officer	"	12
Message Center	"	11
General's Aide	"	13
Personnel Section	"	14
Surgeon	"	16
Asst. Adjutant General	"	17
Judge Advocate General	"	18
Weather Officer	"	18
Chaplain	"	19
Special Service	"	19
Antiaircraft	"	22

2. HEADQUARTERS & HEADQUARTERS SQUADRON

RESTRICTED

Commanding Officer	GEORGIA	58
Adjutant	"	58
Transportation	"	39
Postoffice	"	20
Mail Orderly	"	25
General's Quarters	"	23
Officers' Mess and Quarters	"	43
Officers' Rest Camp	"	43

3. UNIT SWITCHBOARDS

XII Air Support Command	GEORGIA
XII Air Support Command (Adv.)	GEORGIA (ADV.)
V Army	LIGHTNING
VI Corps	KENWOOD
3rd Air Service Area Command	OWL
41st Service Group	GOLDUST
1st Air Defense Wing	GINFIZZ
64th Fighter Wing	GRANDSTAND
82nd Fighter Control Squadron	TOMATO
Operations "A"	GOODLUCK
Operations "B"	GRUBSTAKE
927th Signal Battalion ASC	GLOOMY

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3. UNIT SWITCHBOARDS (Cont'd)

2nd Air Support Communications Squadron	GRAPE
3rd Air Support Communications Squadron	GLACIER
31st Fighter Group	UPSET
307th Fighter Squadron	UPRIGHT
308th Fighter Squadron	UPDYKE
309th Fighter Squadron	UPTON
33rd Fighter Group	NOMAD
58th Fighter Squadron	CADDY
59th Fighter Squadron	DEACON
60th Fighter Squadron	GOLDMINE
27th Bombardment Group (Dive)	GIGOLO
16th Bomb. Squadron	CARTLOAD
17th Bomb. Squadron	CHERRY
91st Bomb. Squadron	FRIED SPRAT
86th Bombardment Group (Dive)	GORGEOUS
99th Fighter Squadron	TROOPER
111th Reconnaissance Squadron	TOPIC

By command of Major General HOUSE;

Samuel J. Blocher
SAMUEL J. BLOCHER,
Lt. Col., A.G.D.,
Adjutant General.

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HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 766

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S.O.I.)
ITEM :
NO. 43-3) Supercedes S.O.I. Item 43-2 dated 20 June 19[illegible].

EFFECTIVE 0001B "D" DAY

FREQUENCY ALLOCATIONS

NOTE: In the event of a conflidt in allocations between those listed in this item and those indicated in Item 41-2, Radio Circuit Diagrams, those listed below will obtain.

CHANNEL	FREQUENCY	INITIAL NET	FINAL NET	REMARKS
AS - 1A 1B	4250 6100	Ancon XII A.S.C. Rear		Rear link Ops 400 W
AS - 2A 2B 2C	3860 5470 6430	Ancon Hilary XII A.S.C. Rear	XII A.S.C. Adv D.A.F.	Rear link Air Support. 2C initial net only. 2B not use on ship 400 W
AS - 3A 3B	4010 6320	Ancon TBF TAF	XII A.S.C. Adv. TAF	Rear link T[illegible]F/[illegible]. 400W
AS - 4A 4B	3450 6560		SOR 64th Ftr. Forward Ftr.	400 W
AS - 5A 5B	3690 6430			400 W
AS - 6	3760			75W
AS - 7	3160*	SOR- Airdromes	SOR Airdromes (Navy)	*Reallocated to 64 Ftr.Wg. Ops channel and naval requests for fighter protection. 75W
AS - 8	3650		XII A.S.C. Air Support P.	#2 Air Support Net 75W
AS - 9	3060			Command 75W
AS - 10	3220*			*Reallocated to 64th Ftr. 75W

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CHANNEL	FREQUENCY	INITIAL NET	FINAL NET	REMARKS
AS - 11	2790*			*Reallocated to 64th Ftr. Wg. 75W
AS - 12	2140	Ancon Forward Fighter Control		Reallocated to 64th Ftr. Wg. 75W
AS - 13	2300		XII A.S.C. 64th Ftr. Wg.	Command 75W
AS - 14	4040*			*Reallocated to 64th Ftr. Wg. 25 W
AS - 15	4450*			*Reallocated to 64th Ftr Wg 25W
AS - 16	3200*		AW Broadcast from SOR/FR	*Reallocated to 64th Ftr Wg. 75W
AS - 19A 19B 19C	6440 4120 4465	Airdrome control a/g with a/c of TBF TBF R/T Guard		Low power
AS - 20 (NAASC-1)	8740 7600 3190			Channels assigned to Service Command (NAASC-1)
AS - 21A 21B 21C	4550 4570 4435			NAASC-2 NAASC-3 NAASC-4 Channels assigned to Service Command
AS - 22	2150	NAVAL PORT WAVE		
AS - 23	2635*			*Reallocated to 64th Ftr Wg 75W
AS - 24	2440	Ancon Air Sup. Parties	XII A.S.C. Air Sup. Parties	#1 Air Support Net 75W
AS - 25	2920*			*Reallocated to 64th Ftr Wg 75W
AS - 26	2545*			*Reallocated to 64th Ftr Wg
AS - 27	2750		XII A.S.C. Adv. XII A.S.C. Rear	75W
AS - 28				
AS - 29				

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CHANNEL	FREQUENCY	INITIAL NET	FINAL NET	REMARKS
AS - 30	3195*			*Reallocated to 64th Ftr Wg 75W
AS - 31	3250*			*Reallocated to 64th Ftr Wg 75W
AS - 32	3315*			*Reallocated to 64th Ftr Wg 75W
AS - 33	3915*			*Reallocated to 64th Ftr Wg 75W
AS - 34	3570			75W
AS - 35	3440		XII A.S.C. Adv XII A.S.C. Rear	75 W
AS - 36	3575*			*Reallocated to 64th Ftr Wg 75W
AS - 37	3540	XII A.S.C. 64th Ftr Wg	XII A.S.C. 64th Ftr Wg	75W
AS - 38	3365*			*Reallocated to 64th Ftr Wg 75W
AS - 39	2380*			*Reallocated to 64th Ftr Wg 75 W
AS - 40	3395			75W
AS - 41	4630*			*Reallocated to 64th Ftr Wg 25W
AS - 42	4390*			*Reallocated to 64th Ftr Wg 25 W
AS - 43	3755	MALTA RDF BROADCAST		
AS - 44	3460 6540	MEDITERRANEAN RECONNAISSANCE A/C WAVE		
AS - 45A 45B	2610	RDF REPORTING WAVE NAVY ASSAULT FORCE		
AS - 46A 46B	4145 6845 7560	Weather	Weather	Channels assigned to Weather Section 400W

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CHANNEL	FREQUENCY	INITIAL NET	FINAL NET	REMARKS
AS - 47	4850 2140	ANCON HILARY ULSTER QUEEN Forward Fighter Control		H[illegible] DO Wave Ancon may use second and [illegible]rd frequencies if necessary to work back to Forward Fighter Control
AS - 48	3810	MARU RDF BROADCAST		
MS - 19	3610 4330 6310		NAAF (66Q) Malta (GHA) Pantelleria (61U)	
MS - 39	3134 7460		XII A.S.C. TBF	1.0 KW
MS -44	3565 5935	Ancon NATAF	NATAF XII A.S.C.	Rear link Command 40CW
MS - 45			NATAF XII A.S.C.	
MS - 46	3370 6365		NATAF XII ASC DAF	400W
MS - 57	2630		XII A.S.C. DAF	40CW
MS- 64	2550 3915 6980	TNA NASAF XII ASC Rear	TNA NASAF XII ASC Rear	
	3925 6666	CONVOY ESCORT/ANTI SUBMARINE PATROL A/C WAVE		
	2340	HILARY X Corps Tentacles Ancon		X Corps Support Net
OPS A	5450	ULSTER QUEEN - SEAFIRES - CARRIERS		
OPS B	5610	ULSTER QUEEN - SEAFIRES - (Tactical Bombers Emergency Only)		
GUARD	6550	ULSTER QUEEN - SEAFIRES		
18 20 22 24	SCR 195 SCR 195 SCR 195 SCR 195	ANCON 927th Sig. Bn. ASC Prov. Sig. AW Bn. Fighter Cont. Det.		Assault liaison continuous watch followed by watch on the hour, or as instructed by ANCON

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 766, US Army

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S.O.I.)
ITEM :
NO. 44-2)

(Supercedes ITEM 44-1, Dated 21 June 1943)

RADIO CALL SIGNS

INDEX

PART I

PRINCIPAL HEADQUARTERS

	W/T	R/T
Hq. Mediterranean Air Command	Ø9S	
Adv., Hq. Med. Air Command	83T	
Adv. Hq. Northwest African Air Force	66Q	
Northwest African Coastal Air Force Hq.	21F	STEAMPRESS
Northwest African Strategic Air Force Hq.	16H	
Northwest African Tactical Air Force Adv. Hq.	86R	
Northwest African Tactical Air Force Rear Hq.	73P	
Northwest African Air Service Command Hq.	58J	
Northwest African Tactical Bomber Force Adv. Hq.	28Q	
Northwest African Tactical Bomber Force Rear Hq.	47P	
XII Air Support Command Adv. Hq.	11U	BANSHEE
XII Air Support Command Rear Hq.	Ø3G	FRESCO
Northwest African Troop Carrier Command Hq.	87L	FORELOCK
Northwest African Troop Carrier Command Rear Hq.	62K	GESTURE
Ninth Air Force Hq.	W5K	
Ninth Air Force Hq. Adv.	L7A	
Ninth Bomber Command	5QP	
64th Fighter Wing	[illegible]	GLOTTIS
64th Fighter Wing Adv. Hq.	[illegible]	GLOTTIS-1

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	W/T	R/T
Hq. RAF Middle East	A7B	
	SU9	
AHQ Malta	KT1	THIMBLE
	3CZ	
	L8S	
	UM1	
	G5Z	
Hq. RAF Gibraltar	3XQ	
	H9D	
	7MM	
Adv. Desert Air Force (Ops)	7YZ	ATTIRE
Adv. AHQ Desert Air Force	3SH	CARBOY
Adv. Hq. Desert Air Force "A" Party	L05	FIDGET
Adv. Hq. Desert Air Force "B" Party	[illegible]	GALUN
Rear Hq. Desert Air Force	NZ1	JACENT
	Q9L	
T.W.E.	S5V	
	LZ8	
	M5P	
	7WK	
	LW9	
	W1Q	
T.N.A.	9ØG	
No. 201 Group Hq.	1WO	BORROW
	R5S	
	7WM	
No. 205 Group Hq.	7OC	BYTOP
	R7H	
	M9B	
No. 206 Group Hq.	3XH	
	MP9	
	H3J	
No. 211 Group Hq. Ops.	WS7	
No. 211 Group Hq. "A" Party	HL1	HIJACK
No. 211 Group Hq. "B" Party	MD8	INKSTAND
No. 214 Group Hq.	RF7	LARKWEED
	AO1	
No. 216 Group Hq.	ML8	

PART II

HEADQUARTERS SHIPS

	W/T	R/T
Monrovia (USA)		
Ancon (USA)	97S	FRACTURE
Samuel Chase (USA)	95U	CONSTANT
Biscayne (USA)	61V	EGBUN
Leonard Wood (USA)	Ø2V	CANINE
Calvert (USA)	89X	PARSON
Orizaba (USA)	89Y	NARCOT
Bulolo (BR.)	59Y	LIFETIME
Largs (BR.)	19W	SWEETHEART
Hilary (BR.)	89W	EARTHWORM
Ulster Queen (BR.)	58X	MATTOCK

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PART III

TACTICAL UNITS

	W/T	R/T
31st Fighter Group	18K	BUGYANT
307th Fighter Squadron	18K1	GUNNA
308th Fighter Squadron	18K2	HELPFUL
309th Fighter Squadron	18K3	HOBNAIL
33rd Fighter Group	95J	ENDWAYS
58th Fighter Squadron	95J1	GLOBULE
59th Fighter Squadron	95J2	STATESMAN
60th Fighter Squadron	95J3	TONSIL
99th Fighter Squadron	58S	TRANSLATE
27th Bombardment Group (Dive)	41M	ACBUD
16th Bombardment Squadron	41M1	DEEWIT
17th Bombardment Squadron	41M2	NEBRASK
91st Bombardment Squadron	41M3	TICKER
86th Bombardment Group (Dive)	66N	HATSTAND
309th Bombardment Squadron	66N1	CANYON
310th Bombardment Squadron	66N2	GOGLET
311th Bombardment Squadron	66N3	ANSWER
312th Bombardment Squadron	66N4	METHINKS
111th Observation Squadron	8[illegible]	PROTEST
322nd Wing	47Z	BOWSHOT
81st Squadron		DEARIE
152nd Squadron		KNEECAP
154th Squadron		PLUTO
232nd Squadron		PINTO
242nd Squadron		ATTIRE
324th Wing	4ØZ	DUMBO
43rd Squadron		BATTER
73rd Squadron		
93rd Squadron		PACKARD
111th Squadron		BANKER
243rd Squadron		.DIGIT
225 Tactical Reconnaissance Squadron		AUNTIE
600 M.O.R.U. Squadron		FOODSTUFF
12th Bomber Group	LU5	DURESS
81st Bomber Squadron	74Z	BELHOP
82nd Bomber Squadron	41Y	BIGBOY
83rd Bomber Squadron	18X	OILKING
84th Bomber Squadron	73U	SUBTRACT

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	W/T	R/T
340th Bomber Group	68U	HALTER
486th Bomber Squadron	91Y	CIDER
487th Bomber Squadron	54Y	LETTUCE
488th Bomber Squadron	16X	QUIZ
489th Bomber Squadron	94W	SKIPPER
326th Wing	5ØV	LATTICE
18th Squadron	95X	BONDIGE
114th Squadron	99W	PLAYGROUND
3rd S.A. Wing	APL	HARNESS
21st Squadron	GML	TALCUM
12nd Squadron	FBJ	RANSACK
24th Squadron	FDK	RIGHTFUL

PART IV

GROUND UNITS - XII A.S.C.

Hq. 64th Fighter Wing	98[illegible]	GLOTTIS
Adv. Hq. 64th Fighter Wing	[illegible]	GLOTTIS-1
2691 Prov. Sig. A.W. Bn.	1[illegible]	PUGDOG
82nd Fighter Control Squadron	[illegible]S	DEMON
2nd A. S. Communications Squadron	Ø5[illegible]	BEDBUG
3rd A. S. Communications Squadron	51R	BANKNOTE
927th Signal Battalion, ASC	16S	VOLTAGE

PART V

RAF FIELD FORCE SIGNALS SECTIONS

No. 1 FFHQ Signals Section	27F	ARCHIVE
No. 2 FFHQ Signals Section	2ØQ	CRACKSHOT
No. 3 FFHQ Signals Section	21W	FLUXIT
No. 4 FFHQ Signals Section	Ø7X	OVATE
No. 5 FFHQ Signals Section	7ØS	BLOOMER
No. 5A FFHQ Signals Section	7ØU	CHLORINE
No. 6 FFHQ. Signals Section	84W	BLOODSHOT
No. 6A FFHQ Signals Section	14Y	MILLPOND
No. 7 FFHQ Signals Section	Ø4W	CHICKWEED

PART VI

RAF ALG SIGNAL SECTIONS

No. 1 ALG Signal Section	57Q	FANFARE
No. 2 ALG Signal Section	51P	CHURCHMAN
No. 3 ALG Signal Section	57S	BOOZEY
No. 4 ALG Signal Section	54Z	OLDMAN
No. 5 ALG Signal Section	[illegible]5S	KNAPWEED
No. 6 ALG Signal Section	72V	TREASON
No. 9 ALG Signal Section	Ø1V	ACORN
No. 16 ALG Signal Section	Ø7V	BETEN
No. 11 ALG Signal Section	53V	BLUNDER
No. 12 ALG Signal Section	45V	GOLFBALL

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PART VII

OPERATIONS - FILTER ROOMS

	W/T	R/T
Naples Sector	Ø1T	[redacted]R Changer
Malta Sector	35V	IBEX
Syracuse Sector	44W	BARGEE
Pachino Sector	78W	BIRTA
Comiso Sector	46X	HAREM
Ponte Olivo (Gela) Sector	71X	HATBAND
Catania Sector	35Y	HYDRATE
Gerbini Sector	Ø5Y	LANCET
La Sebala (Tunis) Sector	47S	WHIPSNADE
Sfax	22T	FRANTIC
Sousse	86S	NEWBOX
Pantelleria	61U	QUARTPOT
Lampedusa	15V	STIPEND
No. 1 MORU	87	POTASH
Forward Fighter Control	8Ø	PYREX

PART VIII

VHF D/F FIXERS

#1		[redacted] Clumsey
#2		SHOLTO
#3		DOUGLAS

PART IX

AIRFIELDS

	W/T	R/T
Malta		PITRIE
Syracuse	Ø1W	[illegible]
Augusta	13W	BACKUP
Catania	Ø5Z	HOMAGE
Gerbini	24W	FISHCAKE
Pachino	39Z	[illegible]
Comiso	27W	FUNGUS
Biscari	99Z	PLIMSOL
Ponte Olivo	60W	HORSEHAIR
Licata	99Y	MATCHLESS
Gela East	59R	BINKY
Gela West	54R	BACKSPACE
Agrigento	84R	ROUGEPOT
Termini	97[illegible]	BASEBALL
Naples/Capodichino	[illegible]	DACTO
Naples/Pomigliano	[illegible]	DRONA
Grazzanise	13V	FORTOP
Capua	2ØX	GROPA
Benevento	18W	KERNEL
Monte Corvino Rovella	29W	MALVOL

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AIRFIELDS (Cont'd)

	W/T	R/T
Aquino	51W	ANFIN
Sessa Aurunca	14X	BARELY
Bovina	53X	BOVAD
Foggia/Gino Lisa	62X	FOOLISH
Scalea	56V	GARVY
Praia A Mare	69X	LAVEN
Gioia del Colle	82X	ARTLESS
Cisterna	11Y	SADIN
Piscara	4ØU	BLINKERS
Rome/ Ciampino North	31S	
Rome/ Ciampino South	Ø1U	
Rome/ Centocelle	6Ø[illegible]	

PART X
AIR SUPPORT UNITS

#2 AASU (Br.)	A9T	WIZARD
#5 AASU (Br.)	RT1	LINKLIKE
Air Support Party #1	77J	BLOTTER
Air Support Party #2	89M	BEGGAR
Air Support Party #3	12P	FIGGAR
Air Support Party #4	27H	DISHES
Air Support Party #5	47L	POPGAY
AIR Support Party #6	1ØN	KIDGLOVE
Air Support Party #7	61N	HASSOCK
Air Support Party #8	Ø6K	LIGHTEN
Air Support Party #9	48L	OAKFIELD
AIR Support Party #10	11M	MUTTON
Air Support Party #11	47J	PROBATE
Air Support Party #12	83G	WARLOCK
AIR Support Party #13	88K	TWITTER

PART XI

WIRELESS OBSERVER UNITS

90th W.O.U.	9ØU	BOARHOUND
Control #1	9ØUC1	
Control #2	9ØUC2	
Post #1	9Ø[illegible]	
Post #2	9[illegible]	
Post #3	9Ø[illegible]	
Post #4	9ØU4	
Post #5	9ØU5	
Post #6	9ØU6	
Post #7	65W1	CHALKER
Post #8	65W2	
Post #9	65W3	
Post #10	65W4	
Post #11	65W5	
Post #12	65W6	
Post #13	[illegible]	

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PART XII

RAID REPORTING SYSTEM

		W/T	R/T
Naples Sector			
64th Fighter Wing		Ø1T	~~[illegible]~~ Changer
64th Fighter Wing (Ops 2)		9[illegible]	GLOTTIS
15Ø51			GRUBSTAKE
8Ø31	MANITOBA	85V	MATURE
8Ø32	QUEBEC	79Z	CACKLE
329	NEW BRUNSWICK	18Z	EQUAL
8Ø35	NOVA SCOTIA	27Y	KYAK
871		98S	MIMIC
887		86W	VIRTUE
15Ø76		8AK	PROJECT
8Ø51		69S	ADLUX
8Ø16		28V	FLAMETREE
8Ø53		57W	FRUITY
332		23V	SYRUP
836		44Y	
602 #1	OHIO	PH7	RECRUIT
602 #2	ARIZONA	55S	BROOMSTICK
602 #3	OKLAHOMA	86S	DRAMA
602 #4	MICHIGAN	59U	CUPBOARD
602 #5	TEXAS	12V	PAMPAW
602 #6	INDIANA	74V	LOAFTMAN
602 #7	KANSAS	Ø9W	OCTOB
602 #8	ALABAMA	35W	GRUMPFISH
602 #9	WYOMING	77W	HEDLOCK
602 #10	NEW YORK	11X	NIDNOD
602 #11	VERMONT	74X	MULLION
602 #12	MAINE		
MSSU			
6Ø41			
6Ø43		95X	SUPPER
		19[illegible]	LYDDITE

FILTERED AIR WARNING BROADCAST

	W/T	R/T
64th ~~Fighter Wing~~ Naples	ØLT ~~[illegible]~~	~~[illegible]~~ Changer
MARU (DAF)	7ØV	VESTA
1st Air Defense Wing		DORKEY
Navy RDF Report		

By Command of Major General HOUSE:

Samuel J. Blocher
SAMUEL J. BLOCHER,
Lt. Col., A.G.D.,
Adjutant General.

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HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 766

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S.O.I.)
ITEM :
NO. 46-2) This item supercedes Item No. 46-1 dated 20 June 1943.

EFFECTIVE 0001B "D" DAY

VHF ALLOCATIONS

1. The following VHF channels will be employed in operation AVALANCHE:

BUTTON	USE	FINAL FREQUENCY	TRANSMIT CRYSTAL	RECEIVE CRYSTAL
A	US Ftr. Ops 1	102.78 mc.	5710 kc.	8252.727 kc
A	RAF Ftr. Ops 1	107.10	5950	8645.454
B	US Ftr. Ops 2	114.30	6350	8525.
B	Seaborne GCI's			
B	RAF Ftr. Ops 2	117.36	6520	8104.615
C	Force FDO Guard World Guard Convoy Escort Liaison with bombers and troop carriers	116.10	6450	8007.692
D	Air-Sea Rescue- Emergency Homing	117.90	6550	8146.153
E	(FINANCE GCI #1)	105.12	5840	8465.454
F	(FINANCE GCI #2)	112.32	6240	8360.
G		102.78	5710	8252.727
H	(FINANCE SOR)	101.16	5620	8105.454
-	Inter FDO (Assault)	103.725	5762.5	8311.363

2. USAAF Fighter Aircraft will be fitted with the following channels:

BUTTON	USE	FINAL FREQUENCY	TRANSMIT CRYSTAL	RECEIVE CRYSTAL
A	USAAF Ops 1	102.78 mc.	5710 kc.	8252.727 kc.
B	USAAF Ops 2	114.30	6350	8525.
C	World Guard	116.10	6450	8007.69
D	Air-Sea Rescue Emergency Homing	117.90	6550	8146.153

3. RAF Squadrons will carry:

BUTTON	USE	FINAL FREQUENCY	TRANSMIT CRYSTAL	RECEIVE CRYSTAL
A	RAF Ops 1	107.10 mc.	5950 kc.	8645.45 kc.
B	RAF Ops 2	117.36	6520	8104.615
C	World Guard	116.10	6450	8007.692
D	Air-Sea Rescue Emergency Homing	117.90	6550	8146.153

4. RAF night fighters will carry:

BUTTON	USE	FINAL FREQUENCY	TRANSMIT CRYSTAL	RECEIVE CRYSTAL
A		107.10 mc.	5950 kc.	8645.454 kc

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BUTTON	USE	FINAL FREQUENCY	TRANSMIT CRYSTAL	RECEIVE CRYSTAL
B	Seaborne Assault GCI's	117.36	6520	8104.615
C	World Guard	116.10	6450	8007.692
D	Air-Sea Rescue Emergency Homing	117.90	6550	8146.153
E		105.12	[illegible]	8465.454
F		112.32	[illegible]	8360.
G		102.78	5710	8252.727
H		101.16	5620	8105.454

RESTRICTED

NOTE (a): Night Fighters will contact the Headquarters Ship or the SOR initially on Channel "C" and control of the aircraft will be passed to the GCI's on this channel. The GCI operational frequency will be designated as "Button ..." at that time.

NOTE (b): The operational frequencies of the remaining GCI will be promulgated at a later date.

5. Troop Carrier and Bomber aircraft will communicate with the SOR and with escorting fighters on Channel "C" (6450 x 18 mc.). These aircraft may obtain emergency homing and air-sea rescue on Channel "D" (6550 x 18 mc.).

6. The SOR ashore will be fitted with the following channels:

DESIGNATION	FINAL FREQUENCY	TRANSMIT CRYSTAL	RECEIVE CRYSTAL
USAAF Button A	102.78 mc.	5710 kc.	8252.727 kc.
RAF Button A	107.10	5950	8645.454
USAAF Button B	114.30	6350	8525.
RAF Button B	117.36	6520	8104.615
Button C	116.10	6450	8007.692

7. GCI's, AMES 8015 and AMES 15076 (seaborne) will be fitted with the following channels:

BUTTON	USE	FINAL FREQUENCY	TRANSMIT CRYSTAL	RECEIVE CRYSTAL
B	Day Plotting Night Ops	117.36 mc.	6520 kc.	8104.615 kc.
C	Liaison World Guard	116.10	6450	8007.692

8. VHF D/F Homers will provide homing on Button "D" 6550/8146.153 kc.

9. The Headquarters Ships will be fitted as follows:

a. U.S.S. ANCON

USE	FINAL FREQUENCY	TRANSMIT CRYSTAL	RECEIVE CRYSTAL
USAAF Button A	102.78 mc.	5710 kc.	8252.727 kc
RAF Button A	107.10	5950	8645.454
Button C	116.10	6450	8007.692
GCI Liaison (Button B)	117.36	6520	8104.615
Inter FDO	103.725	5762.5	8311.363

b. HILARY (as a minimum).

USE	FINAL FREQUENCY	TRANSMIT CRYSTAL	RECEIVE CRYSTAL
USAAF Button A	102.78 mc.	5710 kc.	8252.727 kc.
RAF Button A	107.10	5950	8645.454
Button C	116.10	6450	8007.692
GCI Liaison (Button B)	117.36	[illegible]	8104.615
Inter FDO	103.725	[illegible].5	8311.363

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 766, US Army

RESTRICTED

SECRET
By Authority of:
C.G. XII A.S.C.
Date: 26 August 1943
[illegible] A.C.

Addenda No. 1 to S.O.I. Item 50-1

Effective ØØØ1B "D" Day

RADIO AIDS TO NAVIGATION

Following compilation shows information on hand on the date of publication of this item. For complete list of radio aids to navigation in North Africa refer to N.A.A.F. Signal Publications Number 3.

1. Sicily

(a) VHF

(1) Termini
VHF Call "BASEBALL"
Channel 2d2 117.9 Mcs.
Emergency Homing

(2) Palermo SOR/FR
VHF Call "DORKEY"
Channel "O" & "D" 116.1 & 117.9 Mcs.
Emergency Homing

(3) Gela
VHF Call "DRUMMOND"
Channel "B" & "C" 114.3 & 116.1 Mcs.
Homing

(4) Licata
VHF Call "MATCHLESS"
Channel "B" & "C" 114.3 & 116.1 Mcs.
Homing

(5) Cassibile
Call Sign "HOT POT"
Channel "C" 116.1 Mcs.
Homing - Night only.

(6) Generoa (H-8541)
Channel "C" & "D" 116.1 & 117.9 Mcs.
VHF Fixing

(b) HF/DF R/T

(1) Agnone (H-9558)
Call Sign "SINGSONG"
Frequency 4575 Kc. (Day)
3105 Kc. (Night)
(SD-0220 Verification required)

NOTE #1: Full VHF facilities will be established near MALLAZO by effective date of this amendment.
NOTE #2: VHF facilities discontinued at SOUSSE and SFAX.

By Command of Major General HOUSE:

Saml J. Blocher
SAMUEL J. BLOCHER,
Lt. Col., A. G. D.
Adjutant General.

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HEADQUARTERS XII AIR SUPPORT COMMAND
APO 766, US Army

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~~SECRET~~
~~By Authority of:~~
~~C.G., XII A.S.C.~~
~~Date 26 August 1943~~
~~A.G.~~

APPENDIX "A" TO S.O.I. ITEM 71-?

WEATHER SERVICE FOR "AVALANCHE" OPERATIONS

GENERAL:

American weather service in this theatre is provided by the 12th Weather Squadron. Weather service for AVALANCHE operation will constitute an extension of service into ITALY. A set of American codes are being supplied to the British Met. Officers concerned with BUTTRESS and BAYTOWN operations.

PHASE I * PREPARATION.

1. Personnel

a. Mobile weather stations (five) are now in SICILY. Permanent weather stations are being established at PALERMO and PONTE OLIVIO; which will leave all of the mobile stations available for use in ITALY.

b. Qualified weather observers are attached to the Air Support Parties with Divisions. They are equipped with ALACO code, and will make observations and encode same for transmission to the Net Control Station.

c. Staff Weather Officer, 64th Fighter Wing, will collect these reports from the Party Observers and will turn them over to the nearest mobile station, along with consolidated pilot's reports, for radio distribution on the Regional Weather Net.

2. Operation.

a. Regional Weather Net operates 24 hours daily on 4145 Kcs. Station in the net will broadcast at 0105Z, 0420Z, 07[illegible] [illegible] [illegible]05Z, 1605Z, 1805Z, and 2205Z. The net is split into two parts, [illegible] [illegible] AFRICAN Mainland and the other in SICILY. The stations will br[illegible] [illegible] following order;

CALL SIGN	INTERNATIONAL INDEX NO.	LOCATION	UNIT SERVED	OFFICER IN CHARGE
40S	806	El Aouina	Monitor	Lt. Carter
63R	843	Hammamet	47th B.W.	Maj. Craft
24R	841	Kairouan	52nd T.C.W.	Capt. Bray
49R	848	Dejedia	319th B.G.	Capt. Sullivan
70s	849	Massicault	2nd B.G.	Lt. Freeman
WILCO	810	Roguille	310th B.G.	Capt. Cox
85T	804	Mateur	325th F.G.	Capt. Arnold

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CALL SIGN	INTERNATIONAL INDEX NO.	LOCATION	UNIT SERVED	OFFICER IN CHARGE
53T	847	Ponte Olivo	12th B.G. &	Capt. Simpson
46U	-	Pantelleria	—(monitor)	Capt. Snyder
35T	846	Licata	33rd F.G.	Capt. Dively
52S	842	Tormini	XII A.S.C.	Capt. Ludlum
1ØS	824	Palermo	1st A.D.W.	Capt. Clements
Ø2S	845	Catania	47th B.G.	Capt. Lacey

b. Traffic data will consist of:

1. Three-hourly surface observations.
2. Pilot Balloon soundings.
3. Pilot reports.
4. The 13ØØZ map analysis.
5. A 36-hour forecast.
6. Emergency (Requests from planes for emergency weather in the clear, "field closed", and emergency administrative messages).
7. Change of station location.

c. Codes and cyphers used will be in ALACO from ASP's to Net Control Station. Surface observations are coded in 1942 International Weather Code and encyphered in AFWET-C.

d. Stations have codes for reception of North African, Spanish, Portuguese, British, Malta, and Sicily signals. In addition, certain selected stations have codes for breaking Italian and European synoptics.

PHASE II - D-day plus.

1. Observers with the ASP's with Divisions will prepare hourly reports in accordance with S.O.I. Item 71-2, HQ. XII A.S.C., dated 29 July 1943.

2. Capt. Ludlum's mobile station consisting of prime mover and 6-ton trailer, SCR-299 truck and unit, 2 jeeps, 1 officer and 16 enlisted men will move to ITALY with the 306th Service Squadron.

3. Capt. Simpson's mobile station consisting of SCR-183 mounted in a jeep and trailer, 3 officers and enlisted men, will move to ITALY by transport with the Air Echelon of the 31st Fighter Group.

4. Other mobile stations will move to ITALY on follow-up air or sea convoys as the situation warrants.

PHASE III-Consolidation.

1. Two permanent stations will remain in SICILY and one station in PANTELLERIA as part of the permanent net already covering all of NORTH AFRICA.

2. Permanent stations will be established in ITALY as rapidly as possible, in order to keep the mobile units free to move with the units they are serving.

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3. All stations in the Weather Net receive their operating instructions from the Regional Weather Officer, 12th Weather Region, through his Sub-Regional Officers, (Maj. Wetterer, Sicily sub-region will travel with Capt. Simpson's station -- par. 3, Phase II above).

By Command of Major General HOUSE:

SAMUEL J. BLOCHER,
Lt. Col., A. G. D.,
Adjutant General.

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ANNEXURE "E" TO

Outline Air Plan for Operation "AVALANCHE"

BIGOT "AVALANCHE - ~~SECRET~~ (Equals ~~British MOST SECRET~~)

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ABILITY OF SPITFIRE AND P-38 AIRCRAFT TO

OPERATE FROM SICILY OVER NAPLES AREA

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ASSUMPTIONS

1. a. That calculations are made for aircraft operating in still air.

b. That each aircraft arrives over the patrol area without having used any fuel from its main tanks, except for the take-off.

c. As each sortie will be in the nature of a protective patrol rather than an offensive sweep, each aircraft will retain its auxiliary tank until forced to join combat.

d. On joining combat the auxiliary tank will be jettisoned and the patrol abandoned.

e. In the event of combat, the fuel remaining in the normal tanks after allowing for the combat will enable each aircraft to return to its base at economical cruising, and on arrival at its base still have a reserve of fuel equal to 20% of the capacity of its main tanks.

f. That a 10 minute combat will occur on every sortie and that, therefore, an additional reserve of the approximate amount of fuel consumed in 10 minutes combat is allowed for from the main tanks before estimating the maximum radius of action.

g. That in calculating aircraft cover available, the Spitfire will patrol for at least 20 minutes (up to 30 minutes if possible), and the P-38 for one hour. (If Spitfires stay longer than 20 minutes over the area, Spitfires patrolling the area during this extra time will be doubled) The P-38 will remain over the area for one hour.

MAXIMUM RADIUS OF ACTION AND PATROL CAPACITY OF A SPITFIRE VB FITTED WITH AN AUXILIARY TANK CONTAINING 30 GALLONS OF FUEL

2. a. The radius of action is limited by the amount of fuel remaining in the main tank: -

i. After using 5 gallons for take-off.

ii. After using 20 gallons for combat.

iii. Allowing 20% of main tank capacity (i.e. 17 gallons) for safety reserve.

\- - - - - -

Main Tank capacity	85 gallons
Total of i., ii., & iii. above	42 gallons
Therefore fuel available for return	43 gallons
Fuel consumption for return at economical cruising	37.5 g.p.h.
Therefore distance covered (at 180 m.p.h.)	
Which is maximum radius of action	205 miles

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b. The fuel used on patrol will be taken only from the auxiliary tank, after deducting 10 gallons for climb and forming up, and 43 gallons for journey out.

Therefore, assuming auxiliary tank originally contained 80 gallons, fuel available for patrol is 27 gallons, which at consumption of 60 g.p.h. gives time of patrol at maximum radius of action as 27 minutes.

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ABILITY OF SPITFIRE VB FITTED WITH AN AUXILIARY TANK CONTAINING 80 GALLONS OF FUEL TO COVER BEACHES IN NAPLES AREA

3. a. From the calculations shown in para. 2 above, the furthest point on the Italian coast which can be reached by Spitfires operating from either PALERMO or MESSINA areas is 40°55' N
14°00' E
(Approx. 15 miles W.N.W. of NAPLES city)

b. At this range, Spitfire could carry out a patrol of just under 30 mins. (see para. 2(b) above).

c. Operating from PALERMO or MESSINA areas, Spitfires could cover the beaches South of NAPLES for 30 minutes per sortie, allowing for 10 minutes combat.

d. Operating from GERBINI area, Spitfires could only reach the South of the Gulf of SALERNO. (200 miles).

e. Spitfire aircraft available:-

15 Sqdns. R.A.F.	-	180	) At 75% serviceability.
2 Gps. U.S.A.A.F.	-	108	)
TOTAL		288	

Therefore, total sortie time available, assuming two 20 minutes sorties per aircraft per day -

288 x 20 x 2 = 11520 minutes.

Duration of day light - 13½ hours. (approx.)

Allowing 1 hour for time to assault area and 1 hour for return, coverage will be for 11½ hours over area -

$$\frac{288 \times 20 \times 2}{11.5 \times 60} = 16.8 \text{ aircraft.}$$

MAXIMUM RADIUS OF ACTION AND PATROL CAPACITY OF A P-38 FITTED WITH ONE AUXILIARY TANK CONTAINING 150 GALLONS OF FUEL

4. The maximum radius of action is calculated as follows:-

(i)	Fuel required for take-off	12 gallons.
(ii)	Fuel required for combat	40 gallons.
(iii)	Fuel allowance of 20% of main tank capacity as safety reserve	58 gallons.
	TOTAL	110 gallons.

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(iv) (i), (ii) & (iii) above must be allowed for, from the capacity of the main tanks. Therefore fuel remaining in main tanks after this allowance - 180 gallons

(v) Fuel in auxiliary tank 150 gallons

(vi) Fuel required for climb and rendezvous 40 gallons

(vii) Remainder 110 gallons

(viii) Fuel available for flight to patrol area, 1 hr. patrol, and return flight to base ((iv) plus (vii)) 290 gallons

(ix) Fuel required for 1 hr. patrol at 72 gals per hr. 72 gallons

(x) Fuel available for flight out and return 218 gallons

(xi) Therefore fuel available for each flight is 109 gallons

(xii) 109 gallons will permit a P-38 flying at 220 miles per hour consuming 50 gallons per hour at economical cruising to operate over a maximum radius of 479.6 miles

<u>ABILITY OF P-38 AIRCRAFT WITH ONE EXTRA TANK TO COVER BEACHES NORTH OF NAPLES</u>

5. a. Fighter cover is required over assault area from 0440 hours to 1810 hours (13 hrs. 30 mins.). All aircraft will fly 2 sorties.

b. Aircraft available:-

162 (at 75% serviceability)

Therefore sorties available: -

324 ~~336~~

c. Each aircraft will remain over the area for 1 hour.

Therefore sortie/hours available:-

324 ~~336~~

Therefore number of aircraft which can be continuously over the area during a day of 13 hrs. 30 mins.

is $\frac{324}{13.5}$ (~~336~~) equals 24 aircraft

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SUGGESTED AIR COVERAGE "D" DAY and "D" plus 1 DAY

6. Based on approximately 75% serviceability of 3 P-38 Groups, 2 U.S. Spitfire Groups and 15 R.A.F. Squadrons flying 2 sorties each day. P-38's to patrol 1 hour over assault area for approximately 13½ hours of daylight, necessitating flying to and from the assault area in darkness. Spitfires to fly only during daylight hours, reducing time over assault area to approximately 11½ hours, divided into 20 minute patrols.

(All times G.M.T.)

	P-38's	TAKE-OFF	OVER TARGET	LEAVE TARGET	LAND
1st Sortie	18 a/c	03.10	04.10	05.10	06.10
"	12	03.40	04.40	0540	0640
"	12	0410	0510	0610	0710
"	12	0440	0540	0640	0740
"	12	0510	0610	0710	0810
"	12	0540	0640	0740	0840
"	12	0610	0710	0810	0910
"	12	0640	0740	0840	0940
"	12	0710	0810	0910	1010
"	12	0740	0840	0940	1040
"	12	0810	0910	1010	1110
"	12	0840	0940	1040	1140
"	12	0910	1010	1110	1210
2nd Sortie	12	0940	1040	1140	1240
"	12	1010	1110	1210	1310
"	12	1040	1140	1240	1340
"	12	1110	1210	1310	1410
"	12	1140	1240	1340	1440
"	12	1210	1310	1410	1510
"	12	1240	1340	1440	1540
"	12	1310	1410	1510	1610
"	12	1340	1440	1540	1640
"	12	1410	1510	1610	1710
"	12	1440	1540	1640	1740
"	12	1510	1610	1710	1810
"	18	1540	1640	1740	1840

TOTAL SORTIES - 324

......../Cont'd Para 7.

[redacted]

BIGOT "AVALANCHE" - [redacted]

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SUGGESTED AIR COVERAGE "D" DAY AND "D" PLUS 1 DAY

7. Based on approximately 75% serviceability of 3 P-38 Groups, 2 U.S. Spitfire Groups and 15 R.A.F. Squadrons flying 2 sorties each day. P-38's to patrol 1 hour over assault area for approximately 13½ hours of daylight, necessitating flying to and from the assault area in darkness. Spitfires to fly only during daylight hours, reducing time over assault area to approximately 11½ hours, divided into 20 minute patrols.

(All times G.M.T.)

	SPITFIRES	TAKE-OFF	OVER TARGET	LEAVE TARGET	LAND
1st Sortie	32	0410	0510	0530	0630
"	16	0430	0530	0550	0650
"	16	0450	0550	0610	0710
"	16	0510	0610	0630	0730
"	16	0530	0630	0650	0750
"	16	0550	0650	0710	0810
"	16	0610	0710	0730	0830
"	16	0630	0730	0750	0850
"	16	0650	0750	0810	0910
"	16	0710	0810	0830	0930
"	16	0730	0830	0850	0950
"	16	0750	0850	0910	1010
"	16	0810	0910	0930	1030
"	16	0830	0930	0950	1050
"	16	0850	0950	1010	1110
"	16	0910	1010	1030	1130
"	16	0930	1030	1050	1150
2nd Sortie	16	0950	1050	1110	1210
"	16	1010	1110	1130	1230
"	16	1030	1130	1150	1250
"	16	1050	1150	1210	1310
"	16	1110	1210	1230	1330
"	16	1130	1230	1250	1350
"	16	1150	1250	1310	1410
"	16	1210	1310	1330	1430
"	16	1230	1330	1350	1450
"	16	1250	1350	1410	1510
"	16	1310	1410	1430	1530
"	16	1330	1430	1450	1550
"	16	1350	1450	1510	1610
"	16	1410	1510	1530	1630
"	16	1430	1530	1550	1650
"	16	1450	1550	1610	1710
"	32	1510	1610	1630	1730

TOTAL SORTIES - 576

............/Para 7 Cont'd

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a. Cover given by Spitfires and P-38's will be augmented by Seafires flying from Carriers. These will give their maximum effort at dawn and dusk to cover those periods when cover from land based aircraft will be at its weakest.

b. One Group of P-38's to be specially trained to fly in darkness in order to provide cover for assault area first hour of dawn and last hour of dusk.

c. It is intended to dispatch Spitfires at 20 minute intervals and P-38's at 30 minute intervals, from their airfields. Thus, even if a combat compels any patrol to return to base, there will never be an interval longer that 20 or 30 minutes respectively, until a new formation of Spitfires or P-38's arrive over the area.

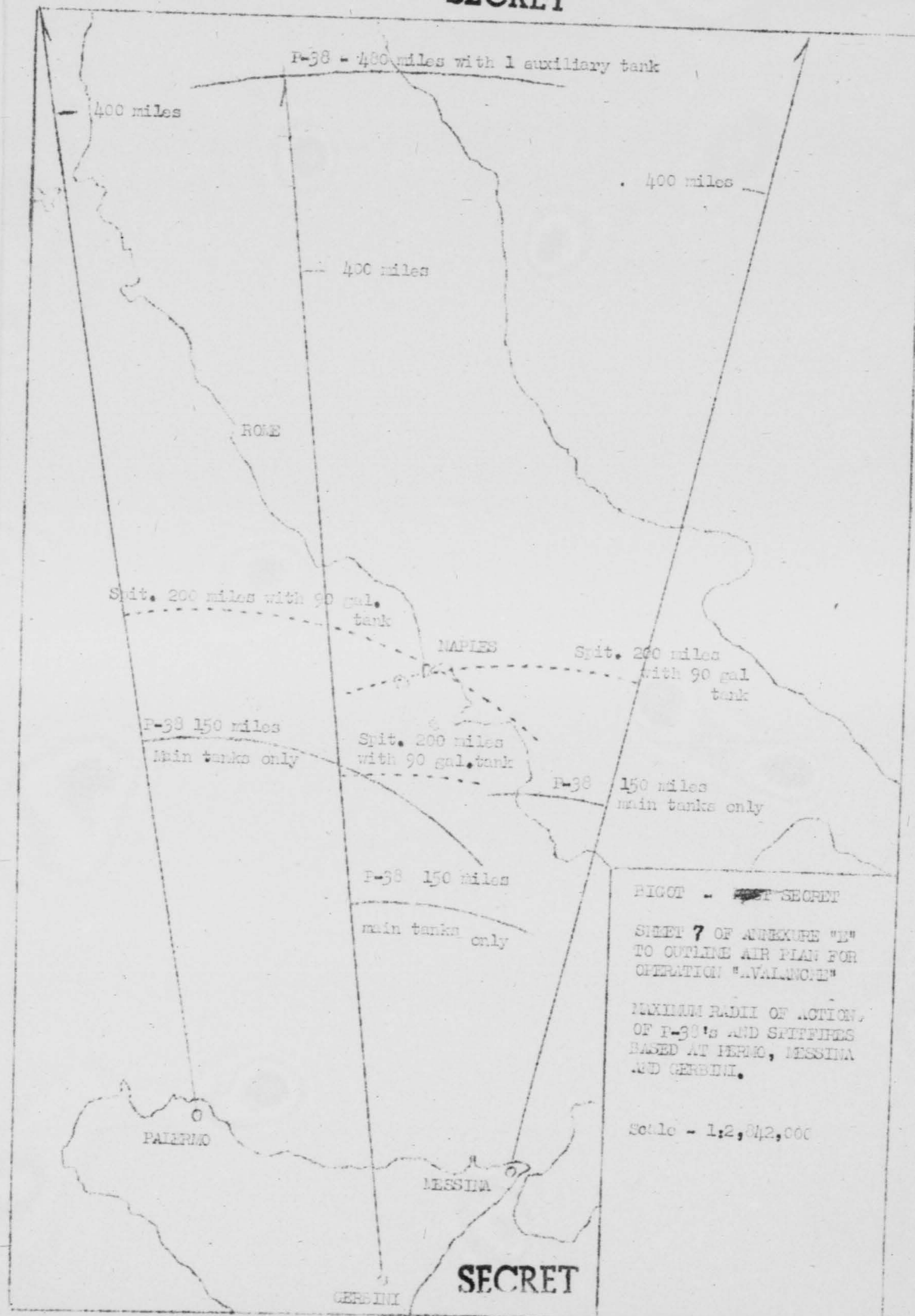
d. The above proposed cover refers to D and D plus 1 days only, assuming that for these two days, two sorties each will be flown by both Spitfire and P-38's. Subsequently, it is assumed that airfields will be available in the captured area and a new schedule of sorties will be drawn up, based on aircraft working from the captured airfields.

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HEADQUARTERS,
TACTICAL AIR FORCE.

Reference:
[illegible]/56/AIR.

4th August, 1943.

To: Commanding General, XII Air Support Command.

INITIAL DIRECTIVE FOR OPERATION "BARRACUDA".

1. Attached is Copy No. 4 of Northwest African Air Force Headquarters Operation Instruction No. 1 concerning the above operation.

2. As the question of command of air forces for this operation has not been specified further information has been requested.

3. It is evident, however, that operations will continue by Eighth Army in the TOE of ITALY, and therefore it is probable that the forward controlling Air Headquarters for Operation "BARRACUDA" will have to be found by XII A.S.C. You are therefore to consider the composition of a suitable Headquarters which can be found from your present resources. A nucleus Headquarters should remain alongside Advanced Desert Air Force Headquarters for the control of American units not engaged in Operation "BARRACUDA".

4. You will also be required to provide the officers to join the Headquarters ship as specified in paragraph 20 of Northwest African Air Forces Operation Instruction No. 1.

5. In the circumstances envisaged by this Headquarters for Operation "BARRACUDA" (see paragraph 3) the Eighth Army will continue fighting, and Desert Air Force, R.D.F. equipment, communication and fighter control units will be necessary to support the advance. Consequently, you will be required to provide the R.D.F. equipment, less L.W.S. No. 505, and the communications organisation and control system specified in paragraphs 18 and 19 of above quoted Operation Instruction.

6. You are requested to take the preparatory action demanded by the above quoted Operation Instruction. Executive instructions concerning all movement of units will be issued by this Headquarters direct to you.

7. Acknowledge.

s/c
for Air Marshal,
Air Officer Commanding,
Tactical Air Force.

Copy to: N.A.A.F., [illegible]

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HEADQUARTERS,
TACTICAL AIR FORCE

Reference:
TAF/56/AIR.

4th August, 1943.

To: Air Officer Commanding, Desert Air Force.

INITIAL DIRECTIVE FOR OPERATION "BARRACUDA".

1. Attached is Copy No. 4 of Northwest African Air Force Headquarters Operation Instruction No. 1 concerning the above operation.

2. As the question of command of air forces for this operation has not been specified further information has been requested.

3. The inclusion of No. 40 Squadron is not agreed by this Headquarters and the release of this Squadron from this commitment has been requested.

4. You are required to take the preparatory action demanded by the above quoted Operation Instruction. Executive instructions concerning all movement of units will be issued by this Headquarters direct to you.

5. Regarding the [illegible] mounted in [illegible] No. 505, if the equipment is recalled for this operation alternative arrangements must be made for Operation "[illegible]".

6. Acknowledge.

s/c.
for Air Marshal,
Air Officer Commanding,
Tactical Air Force.

Copy to: [illegible], XII A.S.C.

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Commanding General, Northwest African Air Service Command.	19 - 22.
Air Officer Commanding, 216 Group, R.A.F.	23 - 24

For information.	
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Air Commander-in-Chief, Mediterranean Air Command.	29 - 32
Naval Commander-in-Chief, Mediterranean.	33 - 36
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Commanding General, IXth U.S. Army Air Force.	47 - 48
Air Officer Commanding, R.A.F., MALTA.	49 - 50

H.Q., N.A.A.F.		Commanding General.	51
"	"	Deputy Air Commander.	52
"	"	Chief of Staff.	53
"	"	[illegible]	54
"	"	A.C. of S., A-1	55
"	"	A.C. of S., A-2	56
"	"	A.C. of S., A-3	57
"	"	A.C. of S., A-4	58
"	"	A-4 (Group Captain Taylor)	59
"	"	Communications Officer.	60
"	"	Chief Engineer.	61

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BIGOT "BARRACUDA" - ~~SECRET~~
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HEADQUARTERS NORTHWEST AFRICAN AIR FORCES

A-5/P.7 (Final)

Copy No. 4

OPERATIONS INSTRUCTION NO. 1

INFORMATION

1. "BARRACUDA" is the code name for an operation to land a force in the NAPLES area, to seize the port of NAPLES and establish a firm bridgehead, under the following circumstances:

a. No serious German opposition is to be expected in the NAPLES area.

b. The conditions favoring the operation may arise quickly, and if advantage of these circumstances is to be taken, the period of time necessary to mount a fully-prepared assault will not be available.

2. An element of risk must therefore be accepted, and it has been decided that the necessary steps be taken immediately to enable the assault convoy to sail at seven days' notice.

3. The operations will be undertaken by the American Fifth Army, and one division is being prepared so that it can sail from ORAN direct to NAPLES, assault loaded, on seven days' notice. The 82nd Airborne Division will be available to assist in the operation, up to the limit of the available troop carrier lift.

4. A brief outline of the assault plans will be issued in the near future. The assault convoy is now being brought to a state of readiness at ORAN, and it is estimated that it will be at seven days' readiness from today.

TASK OF THE AIR FORCES

5. The Allied Air Forces must be brought immediately to the necessary degree of readiness, and the appropriate administrative action must be taken to enable them to provide the fullest protection and support to the operation. This must be done without reducing the efficiency of the Air Forces in current operations.

6. The tasks of the Allied Air Forces in Operation BARRACUDA are as follows:

a. To neutralize the enemy air forces, or reduce to the maximum extent possible their ability to intervene in the operations.

b. To provide protection for the assault convoys, the Port of NAPLES, and the area occupied.

c. By the attack of communications, known concentrations, etc., to prevent any effective opposition by enemy forces in the NAPLES area and to prevent or retard the reinforcement of these forces by German forces located in Northern and Southern ITALY.

d. To exploit initial success to the fullest extent to ensure the annihilation of any German forces South of the NAPLES area, and if possible, the annihilation of any German forces in the remainder of ITALY.

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PLAN OF AIR OPERATIONS

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7. Should circumstances become favourable for the execution of Operation BARRACUDA, the main effort of the heavy and medium bomber forces will be switched to the attack of German Air Forces in the NAPLES area, and within effective range of the NAPLES area. Should the German land forces attempt to retire into Northern ITALY, every effort will be made to prevent or retard that retirement by attacks on communication focal points, on-road columns and on concentrations.

8. Fighters, night fighters, and fighter-bombers must be flown into the NAPLES area as soon as airfields have been occupied and are ready for use. The situation may be such, i.e., a rapid deterioration in the German position in ITALY, that airfields can be occupied and defended by Airborne Troops with the active assistance of the Italians, in which case we must be prepared to fly in fighters and fighter-bombers, together with essential supplies before the military forces have landed.

PRELIMINARY ACTION TO BE TAKEN

9. The following action is to be taken forthwith to bring the Allied Air Forces to the necessary degree of readiness to undertake Operation BARRACUDA. The day on which the warning order is issued will be referred to throughout this Instruction as "X Day" (i.e., X Day is the day on which the Commanding General, Fifth U.S. Army, is instructed to embark and sail within seven days).

Tactical Air Force.

10. The 31st Fighter Group is to be brought to the following degree of readiness:-

a. The Combat Echelon to be prepared to fly from Sicily to the NAPLES area from X plus 9.

b. The Air Echelon of the 31st Fighter Group to be at readiness to proceed to the NAPLES area by air transport with the combat echelon, and with a three days' level of technical supplies. The airfield from which they will proceed and the number of C-47's required to effect the move are to be signalled to this Headquarters.

c. The Ground Echelon of one squadron of the 31st Fighter Group is to be prepared to embark with its vehicles and equipment at PALERMO from X plus 7, taking a ten days' level of technical supplies for the Group. The remaining ground echelons to be prepared to embark at PALERMO on or before X plus 15.

d. The Service Group Forward Detachment now in SICILY with the 31st Fighter Group is to be prepared to proceed to PALERMO with vehicles and equipment to embark from X plus 15. It will be required to service both the 31st Fighter Group and the 27th Fighter-bomber Group during the initial period (if both are sent to NAPLES). It should carry a ten days' level of supplies for the A-36 Group and the Spitfire Group, and for one half P-51 Recce Squadron.

Disembarkation at NAPLES will be through the Port.

11. Eight R.A.F. Spitfire squadrons are to be nominated and brought to a state of readiness to fly into the NAPLES area from X plus 9. The servicing arrangements to be as follows:

a. One Servicing Commando to be selected, reduced in size, and prepared to proceed by air to NAPLES with the combat units. It should carry essential tools and light spares for four Spitfire squadrons for one week. The airfield from which it will proceed and the number of C-47's required to effect

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the move are to be signalled to this Headquarters. A second Servicing Commando is to be prepared to embark at PALERMO from X plus 7. It should carry essential tools and light spares for four Spitfire squadrons for one week.

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b. The "A" Parties of these squadrons are to be prepared to move to PALERMO for embarkation, together with their equipment and vehicles, from X plus 15. They should carry a seven day level of technical supplies.

c. The "B" Parties of these squadrons are to be prepared to embark at PALERMO from X plus 18, and to carry a seven day level of technical supplies.

12. The 27th Fighter-Bomber Group is to be brought to the following degree of readiness:

a. The Combat Echelon to be prepared to fly from SICILY to the NAPLES area from X plus 9.

b. The Air Echelon of the 27th Fighter-bomber Group to be at readiness to proceed to the NAPLES area by air transport with the combat echelon, and with a three days' level of technical supplies. The airfield from which they will proceed and the number of C-47's required to effect the move are to be signalled to this Headquarters.

c. The Ground Echelon of one squadron of the 27th Fighter-Bomber Group is to be prepared to embark with its vehicles and equipment at PALERMO from X plus 7, taking a ten days' level of technical supplies for the Group. The remaining Ground Echelons to be prepared to embark at PALERMO from X plus 15.

Disembarkation at NAPLES will be through the port.

13. The 111th Recce. Squadron is to be brought to the following degree of readiness:

a. Half the Combat Echelon to be prepared to fly from SICILY to the NAPLES area from X plus 9.

b. Half the Air Echelon of the 111th Recce. Squadron to be at readiness to proceed to the NAPLES area by air transport with the combat echelon, and with a three days' level of technical supplies. The airfield from which they will proceed and the number of C-47's required to effect the move are to be signalled to this Headquarters.

c. Half the Ground Echelon of the 111th Recce Squadron to be prepared to embark with its equipment and vehicles at PALERMO from X plus 7, taking a ten days' level of technical supplies for the half squadron.

Disembarkation at NAPLES will be through the port.

14. No. 40 Tac/R Squadron is to be brought to the following degree of readiness:

a. Half the Combat Echelon to be prepared to fly from SICILY to the NAPLES area from X plus 9.

b. The "A" or "B" Party, or the essential personnel for the maintenance of the half squadron, to be prepared to embark with equipment and vehicles at PALERMO from X plus 7.

15. Preparations are to be made to ensure that day and night fighter protection can be provided to the assault convoy between SICILY and NAPLES, and in the NAPLES area, until such time as fighters are operating from the NAPLES airfields. The division of responsibility for this commitment, as between Coastal Air Force and Tactical Air Force, is to be arranged direct between the Headquarters of these Commands. Three Groups of P-38's will be made available

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to assist in this task. The airfields to be used for refuelling and rearming the P-38 Groups are to be notified to this Headquarters and Headquarters, Strategic Air Force, by signal.

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16. Arrangements will be made to ship to PALERMO as many long-range tanks for P-38s and Spitfires (90 gallons) as necessary. Stocks of P-40 tanks in SICILY should prove sufficient to meet requirements.

17. Be prepared to escort Troop Carrier aircraft on transportation flights and on day or night operations with Airborne Forces to the NAPLES area.

18. Nominate and alert two GCI/COLs and four Light Warning Sets, and prepare them to move to PALERMO for embarkation by X plus 7. Alert the GCI/COL mounted in L.S.T. No. 305 to be prepared to proceed immediately to BIZERTA or PALERMO, as required. Sailing instructions will follow. If considered necessary, alert additional Light Warning Sets to proceed to PALERMO by X plus 10. Whether U. S. and/or R.A.F. Light Warning Sets are used will depend upon the nature of the Forward Fighter Control organization established in the NAPLES area.

19. Select and alert the necessary additional units to provide communications and fighter control in the NAPLES area, to proceed to PALERMO by X plus 7. The Air Formation Signals unit for R. A. F. communications will proceed with the assault convoy loading at BIZERTA.

20. Select the officers to join the Headquarters Ship, to be flown back to Northwest AFRICA on receipt of the warning signal. Select and alert the Headquarters Staff to control operations in the NAPLES area. This staff to be ready to embark at PALERMO by X plus 7.

21. Prepare half the Combat Echelon of No. 600 Squadron, R.A.F., so that it can be brought to a state of readiness to proceed to the NAPLES area from X plus 7. Prepare the minimum number of ground elements for the efficient operation of the half squadron, so that they can proceed by Troop Carrier aircraft from X plus 7. Notify this Headquarters by signal the airfield to be used for departure, and the number of C-47s required to meet this commitment.

22. It is not expected that it will be possible to dispatch all the combat units enumerated above in the early stages, or that the Troop Carrier aircraft will be available to meet all the transportation requirements. The arrangements are intended to allow choice between fighters or fighter-bombers, and to cover the possibility of a situation which can be rapidly exploited.

Service Command.

23. Make arrangements to load immediately at ORAN, sufficient POL, SAA, bombs and other supplies to cover operations by the above forces at Intensive effort for 14 days. Arrange follow-up shipments to keep the forces supplied at Intensive effort.

24. Make available for shipment at short notice:

a. A 14-days' pack-up for eight R.A.F. Spitfire squadrons, and half a Night Fighter (Beaufighter) squadron.

b. A ten days' level of technical supplies for one U. S. Fighter Group (Spitfires), and one Fighter-Bomber Group (A-36s), and half a P-51 Recce Squadron.

Arrangements to be made to ship these supplies on an early convoy from Northwest AFRICA to NAPLES. Make follow-up arrangements to keep the forces supplied.

25. Arrange for one Quartermaster Truck Detachment to be loaded in the assault convoy. Detachment to consist of 22 vehicles and 50 personnel.

26. Arrange to ship immediately to SICILY as many Spitfire 90 gallon

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and P-38 long-range tanks as possible, up to the following totals:

300 90 gallon Spitfire tanks.
250 P-38 tanks.

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27. Prepare one company of Aviation Engineers for embarkation in the assault convoy, either in Northwest AFRICA or PALERMO as convenient.

<u>Troop Carrier Command</u>

28. Be prepared to concentrate all available Troop Carrier aircraft by X plus 7, for airborne operations in the NAPLES area. Thereafter be prepared to dispatch aircraft to SICILY to transport Air Force units and equipment to the NAPLES area.

<u>216 Group, R. A. F.</u>

29. Be prepared to concentrate all available aircraft at seven days' notice to proceed to SICILY to transport Air Force units and equipment to the NAPLES area.

<u>Strategic Air Force</u>

30. Be prepared to concentrate all heavy bomber effort on to airfields and communications in the NAPLES area as directed, and all medium bomber effort on to communication targets South of NAPLES. Prepare three P-38 Groups for dispatch to SICILY by X plus 7 on call forward, to operate on an advanced landing ground basis under the operational control of the A.O.C., Tactical Air Force during the assault phase.

<u>Coastal Air Force.</u>

31. Be prepared to escort convoys to PALERMO and to cover them from PALERMO to the limit of effective range. The division of responsibility for this commitment as between Tactical Air Force and Coastal Air Force to be arranged direct between the Headquarters of these Commands.

32. Nominate and prepare for embarkation at BIZERTA within four days of receipt of this instruction, one Port Balloon Detachment formed to establishment [illegible]/44.

33. Be prepared to reinforce the Coastal Air Force units in SICILY at six days' notice to replace fighter units withdrawn by Tactical Air Force.

34. Make arrangements, in conjunction with H.Q., Tactical Air Force, to extend the Air/Sea Rescue organization to cover the area between SICILY and NAPLES.

<u>General</u>

35. Detailed examination of the requirements is proceeding and further instructions will be issued in the near future. In the meantime, action as outlined above is to proceed forthwith.

36. The Warning Order will consist of a signal "BARRACUDA ALERT". This will be followed immediately by further instructions and information.

37. Acknowledge by signal the receipt of these instructions.

By command of Lieutenant General SPAATZ:

E.P. CURTIS,
Brigadier General,
Chief of Staff.

OFFICIAL:
T.L. BROGAN,
Colonel, A.G.D., Asst. Adjutant General.

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Reference:-
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HEADQUARTERS
TACTICAL AIR FORCE

17th August, 1943.

TO : Commanding General, XII Air Support Command.

OPERATIONAL DIRECTIVE FOR OPERATION "AVALANCHE" No.1

INFORMATION

1. "AVALANCHE" is the code name for an amphibious assault by the 5 Army, mounted from NORTH AFRICA and SICILY against the ITALIAN mainland, with the primary object of establishing air forces on MONTE CORVINO and the neighbouring airfields, and by seizing the port of NAPLES to develop a base from which to conduct operations against the remainder of ITALY.

This Operation is an alternative to Operation "BUTTRESS", but Operation "BAYTOWN" - an assault across the STRAITS of MESSINA by 8 Army (13 Corps) - will either precede or be co-ordinated with "AVALANCHE".

2. Although every effort will be made to launch "AVALANCHE" in preference to "BUTTRESS", planning for "BUTTRESS" must be continued so that either operation may be initiated at relatively short notice. This essential flexibility can only be achieved by careful preparation and the highest degree of co-operation between the Commanding General, XII Air Support Command and the Air Officer Commanding, Desert Air Force.

3. Appendix 'A' summarises the naval and land forces taking part in "AVALANCHE".

4. The date on which the assault will take place will be passed to you separately.

ROLE OF TACTICAL AIR FORCE

5. The role of Tactical Air Force may be summarised as follows :-

(i) Period Up to D - 1 Day

(a) To assist Strategic Air Force to neutralise the enemy air forces located in Southern ITALY.

(b) To impose the maximum interference on the movement of enemy forces and supplies inside Southern ITALY and towards the assault area.

(ii) Period D - 1 Day

As for sub para. (i) above, and to provide Coastal Air Force with such fighter assistance as is required for the protection of the "AVALANCHE" convoys.

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(iii) The Assault from First Light 'D' Day and Establishment of Bridgehead.

(a) To provide protection by day and night for the assault beaches and shipping lying off them.

(b) To prevent the movement of enemy forces and reserves in and to the assault area.

(c) To provide the assault forces with direct support during their landing and subsequent operations.

COMMAND

6. Under the general direction of Air Officer Commanding, Tactical Air Force, you will be responsible for the operational control of all fighter and and fighter-bomber aircraft participating in "AVALANCHE" from D - 7 onwards. You will retain this control until the area of operation is so increased in size that a second control becomes necessary. As "AVALANCHE" may be launched simultaneously with "BAYTOWN", or in any case, shortly after "BAYTOWN", it will not be possible to regard air operations in the one operation as being divorced from air operations in the other, although Air Officer Commanding, Desert Air Force will be responsible for "BAYTOWN", and you responsible for "AVALANCHE". It is thus essential that Headquarters, XII Air Support Command and Desert Air Force be alongside each other before these operations are launched

Operational Directif for Operation "BUTTRESS" No.1, allocated Tactical Bomber Force to operational control of Air Officer Commanding, Desert Air Force from D - 8. If "AVALANCHE" is launched with or soon after "BAYTOWN", the two main operational areas will be widely separated. When it becomes possible to establish bombers in the NAPLES area it will still be necessary to retain a small bomber force for the direct support of the "BAYTOWN" operations. Prior to 'D' Day however, the bombing programme must be co-ordinated with Strategic Air Force, and the Tactical Bomber Force will fulfil a strategic role rather than a tactical one.

Before 'D' Day therefore, it is proposed to retain Tactical Bomber Force under one centralised control which will be exercised by Air Officer Commanding, Tactical Air Force through Desert Air Force. Once the assault is launched, however, part of Tactical Bomber Force will be allocated to XII Air Support Command and part to the Desert Air Force. Planning will be based on the assumption that Tactical Bomber Force units are allocated as follows :-

XII Air Support Command	Desert Air Force
326 Wing	232 Wing
3 S.A.A.F. Wing	47 Group
12 (B.) Group	
340 (B) Group	

Despite this division of Tactical Bomber Force, it will remain under the general control of Air Officer Commanding, Tactical Bomber Force, who will establish a small Advanced Headquarters alongside Advanced Headquarters XII Air Support Command and Advanced Headquarters Desert Air Force.

FORCES AVAILABLE

7. For the purpose of planning, it is assumed that "AVALANCHE" and "BAYTOWN" have been launched either together or within a short time of each other and that part of the Tactical Air Force which will be available for "AVALANCHE" is given at

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Appendix 'B'. In addition to those Tactical Air Force units, three P-38 Groups will be placed under your control for a period of three to four days. The date on which these additional forces will be placed under the control of XII Air Support Command will be notified later.

DISPOSITION OF UNITS

8. Instructions have already been issued for the construction of up to 5 airfields in the MILAZZO/MESSINA area, with the object of enabling us to locate at least three Groups or Wings in this area. If it is found that a larger number of airfields can be constructed in this area, or if the newly constructed airfields will accommodate a larger force than proposed above, the disposition outlined below will be reconsidered. Assuming three Groups or Wings of Spitfires can be located in the MILAZZO/MESSINA area, the remainder of the available forces and general disposition of units will be as follows :-

Desert Air Force	-	CATANIA PLAIN
Tactical Bomber Force	-	CATANIA PLAIN
XII Air Support Command	-	CATANIA PLAIN
3 P-38 Groups	-	CATANIA PLAIN

As units are moved out from the Northern coastal airfields, they will be replaced by others from further South in accordance with the development of the air situation.

LOCATION OF HEADQUARTERS

9. Tactical Air Force Headquarters will probably remain at its present location.

Desert Air Force Headquarters will remain with 8 Army probably in their present location. From there, communications will be highly developed to both the CATANIA PLAIN area and the airfields on the North coast. It is therefore desirable that an advanced headquarters Tactical Bomber Force and that part of XII Air Support Command Headquarters which is controlling "AVALANCHE" operations from the mainland should be located in the same area, and that Rear XII Air Support Command should remain there until it is decided to transfer all units of the XII Air Support Command to ITALY.

RESPONSIBILITY FOR SHIPPING PROTECTION

10. Responsibility for protection of convoys will be as follows:-

(i) For the South and East coasts of SICILY - Desert Air Force and Malta.

(ii) On the North coast the protection of the assault convoys will be the responsibility of Coastal Air Force up to last light on D - 1 Day.

(iii) Coastal Air Force will be responsible for the protection of convoys subsequent to the assault, i.e., follow up convoys, up to 40 miles from the North SICILIAN coast

XII Air Support Command will be responsible for the protection of follow up convoys when within 40 miles of ITALY.
(NOTE : This sub para. is subject to confirmation)

(iv) 'D' Day

Tactical Air Force will be responsible for the protection of assault

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convoys from first light on 'D' Day, and you will be responsible for the organization of fighter forces employed in protecting these convoys. For this purpose use should be made of the three P-38 and two A-36 Groups which are available, and also of Spitfires fitted with 90 gallon tanks to provide top cover. It is appreciated that the employment of Spitfires fitted with 90 gallon tanks is in many ways undesirable, but the operational disadvantages must be accepted in the initial stages of the assault.

The protection of shipping over the assault area will be undertaken with P-38's and A-36's and Spitfires. The scale of fighter protection to be provided over the beaches will be determined by you. Your plan must be so regulated, that maximum cover can be provided until such time as fighters can be established ashore. In this connection, you must watch the air situation carefully, in order that the number of aircraft detailed for this defensive role can be reduced as early as possible, and the effort diverted to offensive tasks. In particular, it is desirable that the use of Spitfires with 90 gallon tanks be reduced immediately it becomes evident that strong top cover is no longer necessary.

<u>AIRFIELD CONSTRUCTION AND DEFENCE</u>

11. The only airfield in the immediate vicinity of the assault is MONTE CORVINO, and it is therefore essential to provide and land strong airfield construction units as early as possible. The immediate airfield requirement will be a minimum of four additional airfields and sufficient personnel and equipment to enable us to repair without delay CAPO DI CHINO, POMIGLIANO D'ARCO. Before any flying units are moved over to ITALY, you are to satisfy yourself that adequate A.A. has been established and that at least a limited early warning system has been installed.

<u>DESPATCH OF AIR FORCES TO ITALY</u>

12. The decision to despatch units to operate in ITALY is to be made by you as airfields become available. Before taking this decision you are to satisfy yourself that the Army is sufficiently firmly established to ensure reasonable security. Units are to move into ITALY in the following order:-

1 Spitfire Group	U.S.	D Day or D + 1
1 Spitfire Wing	R.A.F.	D + 1 or D + 2
½ Sqdn. P-51 Recce	U.S.	D + 1 or D + 2
½ Sqdn. Spit. Tac/R	R.A.F.	D + 1 or D + 2
½ Sqdn Beaufighter (N.)	R.A.F.	D + 1 or D + 2
1 Spitfire Wing	R.A.F.	D + 3 or as early as possible after that date.
1 P-40 Group	U.S.	D + 3 or as early as possible after that date.
2 A-36 Groups	U.S.	D + 5 or as early as possible after that date.

The subsequent build-up will depend upon the ground situation, the construction and availability of airfields. Administratively, provision should be made, however, to enable two light bomber Wings - R.A.F. - to operate

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from the mainland by D + 10, and an additional two groups of B-25's by D + 20.

MOVE OF UNITS TO NORTH AFRICA.

13. Shipping limitations may necessitate the despatch of certain administrative and signals units to North Africa for embarkation in the assault convoys. Details of any unit which must be moved to North Africa on account of shortage of shipping space will be passed to you as soon as the outline plan is received by this Headquarters. In the meantime, action to prepare those units required in the assault convoys is to continue with the utmost speed. It will be necessary to issue special briefing instructions to those units just before sailing.

CONTROL OF FIGHTERS

14. Control of all fighters up to 'D' Day must be exercised through one centralized operations room as the probable operational area lies within Radar cover. This central operations room will be provided by No.1 M.O.R.U. but in order to assist control of fighters and fighter-bombers belonging to XII Air Support Command, No.64 Fighter Wing will detach two Controllers to No.1 M.O.R.U. No.64 Fighter Wing will also provide sufficient R/T channels to enable those Controllers to direct their own aircraft.

On and after 'D' Day there will be no question of controlling fighters operating over "AVALANCHE" from SICILY. A despatching agency will, however, be necessary to ensure adequate fighters are detailed to operate over the assault area. This agency will be centralized in Headquarters, XII Air Support Command, who will maintain close liaison with the H.Q. Ship.

On arrival in the assault area those fighters will come under the control of H.Q. Ship, until such time as No.64 Fighter Wing forward fighter control is established ashore, and capable of taking over this commitment. To assist this F.F.C. to control R.A.F. Fighter Wings operating under XII Air Support Command, Air Officer Commanding, Desert Air Force will attach two Controllers to No.64 Fighter Wing and provide sufficient R/T equipment to enable them to exercise control.

In order to ensure continuity of control, the Senior Controller of the F.F.C. and one of the two Controllers detached by Air Officer Commanding, Desert Air Force will be carried in the H.Q. Ship and transferred to the shore when F.F.C. takes over.

15. Night fighters operating over the assault area will be based initially in SICILY. They will operate under the control of XII Air Support Command, who will despatch aircraft in accordance with a pre-arranged programme. On arrival in the assault area the control of aircraft will be taken over by the H.Q. Ship, which will be kept informed of aircraft movements. The H.Q. Ship will in turn hand night fighters over to the control of either the ship borne or land based G.C.I. whichever is in operation.

If the flow of night fighters into the assault area is found to be inadequate, the H.Q. Ship will call upon XII Air Support Command to accelerate the despatch of aircraft.

A similar procedure to that outlined above will be followed when the F.F.C. of No.64 Fighter Wing assumes the function of the H.Q. Ship.

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EMPLOYMENT OF BOMBERS

16. A separate operation instruction will be issued regarding employment of bombers before and during AVALANCHE. Requests for air support from 'D' Day onwards will be made by the Air Support Parties and Air Support Tentacles attached to U.S. and British formations to 5 Army Air Support Control, alongside Advanced XII Air Support Command. Filtered requests will then be passed direct to the Bomber Wings and/or Groups allocated to XII Air Support Command.

CO-OPERATION WITH NAVAL FORCES

17.

AIR SEA RESCUE

18. Coastal have been asked to undertake responsibility of A.S.R. in the area between the North SICILIAN coast and the assault areas. Details of the organisation provided will be issued later.

NAVIGATIONAL AIDS

19. Homing facilities will be provided MILAZZO/CATANIA area and fixer facilities in the MILAZZO area by day and night. Similar arrangements must also be made for the airfields in the "AVALANCHE" area. Coastal Air Force have been asked to provide navigational aids on the LIPARI ISLANDS and also to arrange for both visual and wireless aids on USTICA ISLAND. Details of navigational aids established on these islands will be issued as soon as possible.

AIR TRANSPORT

20. Troop Carrier Command and No.216 Group will be requested to establish advanced operational controls alongside Headquarters, XII Air Support Command, in order to facilitate airborne operations and call forward of transport aircraft.

INTRUDERS

21. Northwest African Air Forces have already been asked to authorise the move of No.23 Squadron from MALTA for operation BUTTRESS/BAYTOWN. This Squadron, if moved into SICILY, will operate in support of AVALANCHE and BAYTOWN.

NIGHT FIGHTER SQUADRON.

22. Northwest African Air Forces are being requested to provide a replacement unit to take over the defence of Eastern Sicily and the BAYTOWN area in order that No. 600 Squadron can be made available for ultimate transfer to AVALANCHE. As No. 600 Squadron is only equipped with Mark IV A.I., arrangements are being made with Coastal Air Force to operate number of Mk VIII A.I. Beaufighters from aerodromes on the mainland against enemy aircraft attacking NAPLES from the sea.

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FITTING OF LONG RANGE TANKS.

23. Immediate action must be taken to ensure that the lugs fitted to Spitfires taking part in AVALANCHE are adjusted to take 90 gallon tanks. This Headquarters will take up at once the question of provision of these tanks and lugs.

PLANNING FOR AVALANCHE.

24. In view of the little time available for preparation and planning, Commanding General, XII Air Support Command and Air Officer Commanding, Desert Air Force will send senior representative to this Headquarters on 19th August at 1030 hours, to co-ordinate arrangements required for AVALANCHE. It will probably be necessary to hold a similar conference every three or four days, apart from the daily interchange of information which will be necessary between Tactical Air Force, XII Air Support Command and Desert Air Force.

25. You should inform this H.Q. of any difficulties which may arise, in order that immediate action can be taken to assist you.

Air Marshal,
Air Officer Commanding,
Tactical Air Force.

Distribution:

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Commanding General, XII Air Support Command	1 & 2
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APPENDIX "A".

PROVISIONAL ORDER OF BATTLE.

NAVAL FORCES AND LAND FORCES.

LAND FORCES

Land forces taking part in AVALANCHE will be under the command of the 5 Army (Lieutenant-General Mark W. Clark), and initially will be comprised of the following:-

6th U.S. Corps (34th and 36th Divisions, 1st U.S. Armoured Division).
82nd U.S. Airborne Division.
10th British Corps (46th and 56th Divisions, 7th British Armoured Division).
1st British Airborne Division.

NAVAL FORCES.

The Naval Task Force for AVALANCHE will be under the command of Vice Admiral H.K.Hewitt, U.S.N., and the estimate of naval forces available is as follows:-

UNITED STATES NAVY.

Gun Support and Escort Forces
3 Cruisers
15 Fleet destroyers
3 Old Destroyers
16 P.C.
36 S.C.

Minesweepers
6 A.M.
24 Y.M.S.

Coastal Forces
18 P.T.
12 A.R.B.

Auxiliaries
4 Tugs.

BRITISH NAVY

Gun Support Force
15th Cruiser Squadron
MAURITIUS (Flag of C.S.15)
UGANDA, ORION.
19th Destroyer Flotilla
LAFOREY (D.19) LOOKOUT,
LOYAL, TARTAR, NUBIAN.
Monitors
ROBERTS, ABERCROMBIE.
Gunboats
FLORES, SOEMBA.

Gun Support Landing Craft.
9 L.C.G.
12 L.C.F.
3 L.C.R.

Convoy Escorts
10 HUNT class destroyers *
3rd Auxiliary A/S Trawler group (5 ships)
29th Trawler Group (4 ships) +
One A/S M/S Trawler Group (4 ships)+
22nd and 31st M.L. Flotillas (10 boats each)
8 H.D.M.L. +

* This number can be increased; but only at the expense of escorts already allocated to through Mediterranean convoys.
\+ Subsequently available for local defence in captured ports.

Minesweepers
1 Div. 12th Fleet Minesweeping Flotilla (4 ships) Oropesa and LL
1 Div. 13th Fleet Minesweeping Flotilla (4 ships) Oropesa.
6 M.M.S. + (SA and LL only)

\+ Subsequently available for captured

Submarines
3 for beachfinding and marking (if required).

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APPENDIX 'B'

PROVISIONAL ORDER OF BATTLE 'D' DAY - AVALANCHE

C.G. XII A.S.C.

31 Gp - 3 Sqns Spits. MILAZZO area
[illegible] Sqn - 1 Sqn P-51 Tac/R MILAZZO area
33 Gp - 3 Sqns P-40 CATANIA PLAIN)
99 Sqn - 1 Sqn P-40 CATANIA PLAIN) [illegible] ised forward
27 Gp - 3 Sqns A-36 CATANIA PLAIN
86 Gp - 4 Sqns A-36 CATANIA PLAIN

322 Wing - 4/5 Sqns Spits MILAZZO area
324 Wing - 4/5 Sqns Spits MILAZZO area
600 Sqn - Beaufighter (N.) CASSI[illegible]LI

3 Gps P-38 - 9 Sqns CATANIA PLAIN or COMISO -
(D - 1 to D + 3 approx.) PONTE OLIVO area.

A.O.C. T.A.F. — A.O.C. D.A.F.

225 Sqn - 1 Sqn Spits Tac/R CATANIA PLAIN
244 Wing - 5 Sqns Spits CATANIA PLAIN
7 S.A.A.F. Wing) - 2 Sqns Spits CATANIA PLAIN
) - 1 Sqn P-40 CATANIA PLAIN
57 Gp - 3 Sqns P-40 CATANIA PLAIN
79 Gp - 3 Sqns P-40 CATANIA PLAIN
239 Wing - 5 Sqns P-40 CATANIA PLAIN
- Sqn - Beaufighters CATANIA PLAIN

No.23 Sqn - 1 Sqn Mosquito Intruder (Possibly) CATANIA PLAIN

A.O.C. T.B.F.

TO OPERATE WITH XII AIR SUPPORT COMMAND

326 Wing - [illegible] Sqns Bostons CATANIA PLAIN
3 S.A.A.F. Wing - 2 Sqns Bostons CATANIA PLAIN
1 Sqn Baltimore CATANIA PLAIN
12 (B) Gp - 4 Sqns B-25 CATANIA PLAIN
340(B) Gp - 4 Sqns B-25 CATANIA PLAIN

TO OPERATE WITH DESERT AIR FORCE

252 Wing - 2 Sqns Baltimore CATANIA PLAIN
47 (B) Gp - 4 Sqns A-20 CATANIA PLAIN

NORTH AFRICA

Reserve Units - 241 Sqn - Hurribomber
40 Sqn - Spits Tac/R
324 Gp - P-40

MIDDLE EAST

6 Sqn - Hurricane IID

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HEADQUARTERS,
TACTICAL AIR FORCE.

Reference:
TAF/59/AIR.

17th August, 1943.

TO: Air Commodore L. Sinclair, G.C., C.B.E., D.S.O.,
Air Officer Commanding, Tactical Bomber Force.

OPERATIONAL DIRECTIVE FOR OPERATION "AVALANCHE" No. 1B.

INFORMATION.

1. "AVALANCHE" is the code name for an amphibious assault by the 5 Army, mounted from NORTH AFRICA and SICILY, against the ITALIAN mainland with the primary object of establishing air forces on MONTE CORVINO and the neighbouring airfields, and by seizing the port of NAPLES to develop a base from which to conduct operations against the remainder of ITALY.

This Operation is an alternative to Operation "BUTTRESS", but Operation "BAYTOWN" - an assault across the STRAITS of MESSINA by 8 Army (13 Corps) - will either precede or be co-ordinated with "AVALANCHE".

2. Although every effort will be made to launch "AVALANCHE" in preference to "BUTTRESS" planning for "BUTTRESS" must be continued so that either operation may be [illegible] at relatively short notice. This essential flexibility can only be achieved by careful preparation and the highest degree of co-operation between the Commanding General XII Air Support Command and the Air Officer Commanding Desert Air Force.

3. Appendix "A" summarises the naval and land forces taking part in "AVALANCHE".

4. The date on which the assault will take place will be passed to you separately.

ROLE OF TACTICAL AIR FORCE.

5. The role of Tactical Air Force may be summarised as follows:-

(i) Period up to D - 4 Day.

(a) To assist Strategic Air Force to neutralise the enemy air forces located in Southern ITALY.

(b) To impose the maximum interference on the movement of enemy forces and supplies inside Southern ITALY and towards the assault area.

(ii) Period D - 4 Day.

As for sub-paragraph (i) above, and to provide Coastal Air Force with such fighter assistance as is required for the protection of the "AVALANCHE" convoys.

(iii) The Assault from first light 'D' Day and establishment of bridgehead.

(a) To provide protection by day and night for the assault beaches

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and shipping lying off them.

(b) To prevent the movement of enemy forces and reserves in and to the assault area.

(c) To provide the assault forces with direct support during their landing and subsequent operations.

COMMAND.

6. Under the general direction of Air Officer Commanding Tactical Air Force, the Commanding General XII Air Support Command will be responsible for the operational control of all fighter and fighter-bomber aircraft participating in "AVALANCHE" from D - 7 onwards. The Commanding General XII Air Support Command will retain this control until the area of operations is so increased in size that it becomes necessary to establish a second control. A copy of the Directif issued to Commanding General XII Air Support Command is attached.

Operational Directif for Operation "BUTTRESS" No. 1 allocated Tactical Bomber Force to the operational control of Air Officer Commanding Desert Air Force from D - 8. If "AVALANCHE" is launched with or soon after "BAYTOWN", the two main operational areas will be widely separated. Prior to 'D' Day, however, the bombing programme must be co-ordinated with Strategic Air Force, and the Tactical Bomber Force will fulfil a strategical role rather than a tactical one. Before 'D' Day, therefore, it is proposed to retain Tactical Bomber Force under one centralized control which will be exercised by Air Officer Commanding Tactical Air Force through Air Officer Commanding Desert Air Force, with whom you will work in the same way as during the last stages of [illegible].

Once the assault is launched, it is proposed to allocate a part of Tactical Bomber Force to XII Air Support Command and a part to Desert Air Force as follows:-

XII Air Support Command.	Desert Air Force.
326 Wing.	232 Wing.
3 S.A.A.F. Wing	[illegible] Group
12 Bomber Group.	
340 Bomber Group.	

Despite this division of Tactical Bomber Force, [illegible] remain under your general control. It will therefore be necessary [illegible] establish a small Advanced Headquarters alongside both Advanced [illegible] Air Support Command and Advanced Desert Air Force.

FORCES AVAILABLE.

7. The probable Order of Battle of Tactical [illegible] is given at Appendix "B". In addition to Tactical Air Force un[illegible] 38 Groups will be placed under the control of Commanding General XII Air Support Command for three or four days during the opening phase of the operations.

DISPOSITION OF UNITS.

8. It is intended to locate [illegible] Spitfire Wings and [illegible] Group in the MILAZZO area. If the number of airfields which can be [illegible] will allow, it is probable that additional units of XII Air Support Command will be located in this area.

The remaining units of XII Air Support Command and Desert Air Force will be located in the CATANIA Plain. The units under your command [illegible] also be based in this area in accordance with the arrangements which have already been made.

LOCATION OF HEADQUARTERS.

9. Although Operations "AVALANCHE" and "BAYTOWN" take place in [illegible] separate areas, it is not possible to draw a clear cut division between air

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BRITISH "MOST SECRET" Equals AMERICAN "SECRET".

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operations in support of "BAYTOWN" as opposed to those assisting Operation "AVALANCHE". It is thus essential that the controlling Headquarters should be in the immediate vicinity of each other. Advanced Headquarters Desert Air Force and XII Air Support Command will be located together in the LENTINI area and it will be necessary for you to establish a small Advanced Headquarters with each of them in order that you can be fully represented when either XII Air Support Command or Desert Air Force move nearer to their particular area of operations.

DESPATCH OF AIR FORCES TO ITALY.

10. Initially, only fighters and fighter-bombers will be moved into ITALY, but provision is being made to enable two light bomber wings (R.A.F.) to operate from the mainland by D + 10. The actual day on which transfer of bombers will take place will naturally depend, however, on the speed with which land operations develop.

CONTROL OF FIGHTERS.

11. Control of all fighters up to 'D' Day must be exercised through one centralized operations room as the probable operational area lies within radar cover. This central operations room will be provided by No. 1 M.O.R.U. but in order to assist control of fighters and fighter-bombers belonging to XII Air Support Command, No. 64 Fighter Wing will detach two Controllers to No. 1 M.O.R.U. No. 64 Fighter Wing will provide sufficient R/T channels to enable these Controllers to direct their own aircraft.

On and after 'D' Day there will be no question of controlling fighters operating over "AVALANCHE" from SICILY. A despatching agency will, however, be necessary to ensure adequate fighters are detailed to operate over the assault area. This agency will be centralized in Headquarters, XII Air Support Command, who will maintain close liaison with the H.Q. Ship.

On arrival in the assault area these fighters will come under the control of H.Q. Ship until such time as No. 64 Fighter Wing forward fighter control is established ashore and capable of taking over this commitment. To assist this forward fighter control to control R.A.F. Fighter Wings operating under XII Air Support Command, Air Officer Commanding Desert Air Force will attach two Controllers to No. 64 Fighter Wing and provide sufficient R/T facilities as outlined and provide sufficient R/T equipment to enable them to exercise control.

In order to ensure continuity of control, the Senior Controller of the forward fighter control and one of the two Controllers detached by Air Officer Commanding Desert Air Force will be carried in the H.Q. Ship and transferred to the shore when forward fighter control takes over.

EMPLOYMENT OF BOMBER FORCE.

12. During the preparatory period and prior to 'D' Day "AVALANCHE"/"BAYTOWN", the Tactical Bomber Force will be required to assist Strategic Air Force with attacks on airfields and communications by day and night.

Operation instructions covering the employment of the Tactical Bomber Force during this phase will be issued to you immediately the plan for the employment of Strategic Air Force has been received.

13. In view of the difficulty of providing fighter escorts, particularly for attacks in the "AVALANCHE" area, you should be prepared to operate your force intensively by night.

14. Prior to 'D' Day, fighter escorts for bombers operating against Southern ITALY will be drawn from both Desert Air Force and XII Air Support Command the overall requirements being co-ordinated by Air Officer Commanding Desert Air Force through No. 1 M.O.R.U.

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15. During the "AVALANCHE" assault, before our fighters are established ashore, bomber support for the landing will be provided as far as possible by Strategic Air Force and fighter bombers. You must be prepared, however, to operate light bombers with a small escort under the general cover of the fighters in the target area.

16. On the successful conclusion of the assault stage, light bomber effort by day is likely to be required for the support of our land forces. Requests for bomber support will be initiated by the Commanding General XII Air Support Command and Air Officer Commanding Desert Air Force. You are to provide a small Advanced Headquarters with Advanced Desert Air Force and Advanced XII Air Support Command to handle these requests and arrange the fighter escort requirements. These advanced Headquarters will require direct W/T communication with your main Headquarters and the bomber units controlled by them.

GROUND RECOGNITION.

17. You are to discuss the means to be employed to assist the recognition of our ground forces with the 5 Army - 6th U.S. Corps and X British Corps - and with 8 Army - XIII Corps - and ensure that all visual signals are known to the flying crews of your units.

AIR SEA RESCUE.

18. Coastal have been asked to undertake responsibility of Air Sea Rescue in the area between the North Sicilian coast and the assault areas. Details of the organisation provided will be issued later.

PLANNING FOR "AVALANCHE".

19. In view of the little time available for preparation and planning, Commanding General XII Air Support Command and Air Officer Commanding Desert Air Force will send senior representative to this Headquarters on 19th August at 1030 hours to co-ordinate arrangements required for "AVALANCHE". It will probably be necessary to hold a similar conference every three or four days, apart from the daily interchange of information which will be necessary between Tactical Air Force, XII Air Support Command and Desert Air Force.

20. You should inform this Headquarters of any difficulties which may arise in order that immediate action can be taken to assist you.

Air Marshal,
Air Officer Commanding,
Tactical Air Force.

DISTRIBUTION:

	Copy No.
Air Officer Commanding, Tactical Bomber Force.	1 & 2
Air Officer Commanding, Desert Air Force.	3
Commanding General, XII Air Support Command.	4
Commanding General, Northwest African Air Forces	5 & 6
C.G.S., 15 Army Group.	7
Internal.	
A.O.C.	8
A.O.A.	9
C.S.O.	10
S.A.S.O.	11
G/C. Plans	12
Ops. Record Book	13 & 14

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APPENDIX "A".

PROVISIONAL ORDER OF BATTLE.

NAVAL FORCES AND LAND FORCES.

LAND FORCES

Land forces taking part in AVALANCHE will be under the command of the 5 Army (Lieutenant-General Mark W. Clark), and initially will be comprised of the following:-

6th U.S. Corps (34th and 36th Divisions, 1st U.S. Armoured Division).
82nd U.S. Airborne Division.
10th British Corps (46th and 56th Divisions, 7th British Armoured Division).
1st British Airborne Division.

NAVAL FORCES.

The Naval Task Force for AVALANCHE will be under the command of Vice Admiral H.K.Hewitt, U.S.N., and the estimate of naval forces available is as follows:-

UNITED STATES NAVY.

Gun Support and Escort Forces
- 3 Cruisers
- 15 Fleet destroyers
- 3 Old Destroyers
- 16 P.C.
- 36 S.C.

Minesweepers
- 6 A.M.
- 24 Y.M.S.

Coastal Forces
- 18 P.T.
- 12 A.R.B.

Auxiliaries
- 4 Tugs.

BRITISH NAVY

Gun Support Force

15th Cruiser Squadron
MAURITIUS (Flag of C.S.15)
UGANDA, ORION.

19th Destroyer Flotilla
LAFOREY (D.19) LOOKOUT,
LOYAL, TARTAR, NUBIAN.

Monitors
ROBERTS, ABERCROMBIE.

Gunboats
FLORES, SOEMBA.

Gun Support Landing Craft.
- 9 L.C.G.
- 12 L.C.F.
- 3 L.C.R.

Convoy Escorts
- 10 HUNT class destroyers *
- 3rd Auxiliary A/S Trawler group (5 ships)
- 29th Trawler Group (4 ships) +
- One A/S M/S Trawler Group (4 ships) +
- 22nd and 31st M.L. Flotillas (10 boats each)
- 8 H.D.M.L. +

* This number can be increased; but only at the expense of escorts already allocated to through Mediterranean convoys.

\+ Subsequently available for local defence in captured ports.

Minesweepers
- 1 Div. 12th Fleet Minesweeping Flotilla (4 ships) Oropesa and LL
- 1 Div. 13th Fleet Minesweeping Flotilla (4 ships) Oropesa.
- 6 M.M.S. + (SA and LL only)

\+ Subsequently available for captured

Submarines
- 3 for beachfinding and marking (if required).

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APPENDIX 'B'

PROVISIONAL ORDER OF BATTLE 'D' DAY - AVALANCHE

Command		Unit	Strength	Location
A.O.C. T.A.F.	C.G. XII A.S.C.	31 Gp	3 Sqns Spits.	MILAZZO area
		111 Sqn	1 Sqn P-51 Tac/R	MILAZZO area
		33 Gp	3 Sqns P-40	CATANIA PLAIN)
		99 Sqn	1 Sqn P-40	CATANIA PLAIN) or as required forward
		27 Gp	3 Sqns A-36	CATANIA PLAIN
		86 Gp	4 Sqns A-36	CATANIA PLAIN
		322 Wing	4/5 Sqns Spits	MILAZZO area
		324 Wing	4/5 Sqns Spits	MILAZZO area
		600 Sqn	Beaufighter (N.)	CASSIBILI
		3 Gps P-38	9 Sqns (D - 1 to D + 3 approx.)	CATANIA PLAIN or COMISO - PONTE OLIVO area.
	A.O.C. D.A.F.	225 Sqn	1 Sqn Spits Tac/R	CATANIA PLAIN
		244 Wing	5 Sqns Spits	CATANIA PLAIN
		7 S.A.A.F. Wing	2 Sqns Spits	CATANIA PLAIN
			1 Sqn P-40	CATANIA PLAIN
		57 Gp	3 Sqns P-40	CATANIA PLAIN
		79 Gp	3 Sqns P-40	CATANIA PLAIN
		239 Wing	5 Sqns P-40	CATANIA PLAIN
		- Sqn	Beaufighters	CATANIA PLAIN
		No.23 Sqn	1 Sqn Mosquito Intruder (Possibly)	CATANIA PLAIN

TO OPERATE WITH XII AIR SUPPORT COMMAND

Command	Unit	Strength	Location
A.O.C. T.B.F.	326 Wing	2 Sqns Bostons	CATANIA PLAIN
	3 S.A.A.F. Wing	2 Sqns Bostons	CATANIA PLAIN
		1 Sqn Baltimore	CATANIA PLAIN
	12 (B) Gp	4 Sqns B-25	CATANIA PLAIN
	340(B) Gp	4 Sqns B-25	CATANIA PLAIN

TO OPERATE WITH DESERT AIR FORCE

Unit	Strength	Location
232 Wing	2 Sqns Baltimore	CATANIA PLAIN
47 (B) Gp	4 Sqns A-20	CATANIA PLAIN

NORTH AFRICA

Reserve Units - 241 Sqn - Hurribomber
40 Sqn - Spits Tac/R
324 Gp - P-40

MIDDLE EAST

6 Sqn - Hurricane IID

225 TEF
75
25
75
25
200 SEF
160
360 SEF
16 NSEF
150 TB
Med Bomb
200
75
275
Tot
225
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150
275
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HQ-XII- AIR SUPPORT-COMMAND

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BIGOT-SHINGLE [redacted]

HEADQUARTERS
XII AIR SUPPORT COMMAND
APO 374

E-SBN-ema
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By auth
CG XII ASC
15 Jan 44

15 January 1944

SUBJECT: OPERATIONAL DIRECTIVE "SHINGLE".

COPY # 45

TO : 64TH FIGHTER WING
27TH FIGHTER-BOMBER GROUP
86TH FIGHTER-BOMBER GROUP
111TH TACTICAL RECONNAISSANCE SQUADRON
225 TAC/R SQUADRON
47TH BOMB GROUP (L)

1. In furtherance of the program in XII Air Support Command Operational Plan Secret "SHINGLE", it is directed that the following missions be performed by the units indicated during the preliminary and assault phases of Operation "SHINGLE".

A. 64th Fighter Wing.

1. Maintain one group Spitfires for: (a) local defense in the NAPLES-VOLTURNO area and, (b) for escort of day bombers on receipt of instructions from this Headquarters.

2. Provide fighter cover over convoy lane between the PONZIANE ISLANDS and the assault beaches beginning first light "D" day and repeating daily until instructed to the contrary. Minimum cover to consist of 2 aircraft Hi Hi, 4 aircraft Hi, and 8 aircraft low.

3. Provide first light to last light fighter cover over the assault beaches beginning first light "D" day; using a minimum of 2 aircraft Hi Hi, 8 aircraft Hi, and 16 aircraft low and repeating daily until instructed to the contrary.

4. Fighter cover to have predawn take off and after dusk landings.

5. On receipt of targets from Headquarters, XII Air Support Command, be prepared to have a minimum of 66% of low cover of the assault area fighter bomb communications targets, assembly areas, and gun positions east, southeast, and south of ROME prior to taking up patrol commitment.

6. With a minimum of 2 aircraft provide continuous fighter patrol during hours of darkness in the convoy lane and assault area beginning last light D-2 and continuing nightly instructed to the contrary.

7. 64th Fighter Wing will be responsible for control of fighters in the assault area. This includes:

(a) By ship based fighter control unit.

(b) By land based fighter control unit when control is moved from ship to shore.

Note: The Hi Hi cover for the assault area and convoy lane may be considered as a single commitment and therefore function as a unit of four aircraft, should you desire.

B. 86th Fighter Bomber Group:

1. Be prepared to exert maximum effort from first light to last light daily on Fighter Bomb targets on receipt of instructions from XII Air Support Command, beginning first light on D-1 and repeating daily until instructed to the contrary.

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C. 27th Fighter-Bomber Group:

1. Be prepared to exert maximum effort from first light to last light daily on Fighter-Bomb targets on receipt of instruction from this Headquarters, beginning first light on D-1 and repeating daily until instructed to the contrary.

D. 111th Tactical Reconnaissance Squadron:

1. Provide a maximum of eight missions for special Navy gunfire spotting on "D" day and repeat on D plus one. Have on call a maximum of four missions to repeat special Navy gunfire spotting on D plus two and D plus three days. Employ balance of aircraft for Tac/R missions at request of G-2, 5th Army or as directed by this Headquarters.

E. 225 Tac/R Squadron:

1. Provide maximum effort for Tac/R missions at request of X Corps or as directed by this Headquarters beginning "D" day and repeating daily until instructed to the contrary.

F. 47th Bomb Group (L)

1. Be prepared to exert maximum effort by day only beginning first light D-1 day and continue daily until instructed to the contrary. Targets will be as directed by this Headquarters as heretofore.

2. Stock for a minimum of 10 group missions of phosphorus bombs and maintain this level until instructed to the contrary.

G. "D" day will be announced at a later date. It is desired, however, that all units be brought to a high state of readiness by 19 January 1944.

H. Final communication instructions in accordance with communication plan, Annex "A" to XII Air Support Command Operation Plan Secret-SHINGLE, will follow this directive.

By command of Major General HOUSE:

T. J. Brogan

T. J. BROGAN,
Colonel, A.G.D.
Adjutant General.

DISTRIBUTION:

C.G., 64th Fighter Wing	1-15
C.O., 27 Fighter-Bomber Group	16-19
C.O., 86th Fighter-Bomber Group	20-23
C.O., 111th Tactical Reconnaissance Squadron	24-25
C.O., 225 Tac/R Squadron	26-27
C.O., 47th Bomb Group (L)	28-32
C.G., M.A.T.A.F.	33-37
C.G., M.A.A.F.	38-42
C.G., 15th U.S.A.A.F.	43-45
A.O.C., Desert Air Force	46-48
A.O.C., XII Bomber Command	49-50
C.G., 12th U.S.A.A.F.	51-55
RETAIN	56-75

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From : M.A.C.A.F. Command Post. BIGOT - SHINGLE - SECRET

To : See Distribution

Date : 13th January 1944

Ref : CAFCP/S.226/Air.

AIR SEA RESCUE PLAN BIGOT "SHINGLE"

1. Coastal Command will be responsible for any Air Sea Rescue action to be taken during this operation. Any information received by any Tactical Air Force, Naval or Army Units should be passed at once to 62 Fighter Wing Sector Operations Room callsign "CHAPERONE", telephone number "GIN FIZZ CONTROLLER".

2. FORCES AVAILABLE. Forces to be used are :

(a) 3 Walrus aircraft at CAPODICHINO.

(b) 8 Warwick aircraft at GAUDO.

(c) 7 or more H.S.L.'s and possibly up to 4 A.R.B.'s (Aircraft Recovery Boats). Disposition of these, will be 2 H.S.L.'s at PONZA, 2 H.S.L.'s at ISCHIA, 1 at NAPLES, 2 H.S.L.'s at SALERNO. The A.R.B.'s will be in the assault area and will lie alongside one of the ships.

(d) Any operational aircraft in the area may be directed to assist in Air Sea Rescue.

3. All Air Sea Rescue communication during this Operation must be made on Channel "D" 6550 Kcs only.

4. PILOTS AIR SEA RESCUE PROCEDURE.

(a) All aircraft fitted with V.H.F. make Standard "MAY DAY" call on Button "D" 6550 Kcs. This will be picked up by Air Sea Rescue Fixers and transmitted immediately to 62nd Fighter Wing Sector Operations Room, callsign of which, is "CHAPERONE", where Air Sea Rescue procedure will at once be commenced.

(b) All aircraft fitted with W/T only will send "S.O.S." signals on 4540 Kcs when they will be fixed and Air Sea Rescue will be initiated as in (a). If on any frequency other than 4540 Kcs and there is insufficient time to change on to 4540 Kcs it will be advisable to make the "S.O.S." signal on the original frequency. Example: If on Base frequency, signal Base, and it will be the responsibility of the aircraft's Base to inform Coastal Air Force Command Post, NAPLES, who will inform the Sector Operations Room who will initiate action.

5. Should it be necessary for aircraft or marine craft to communicate with each other and the callsigns are not known the following may be used on Channel "D" 6550 Kcs.:

Any Air Sea Rescue Aircraft.	"GLASSHOUSE"
Any Air Sea Rescue Marine Craft.	"SEA GULL"

(para 6 . Page 2)

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6. (a) Any airman rescued during this Operation by Air Sea Rescue Units will be brought back to NAPLES and his unit informed of his whereabouts by Coastal Air Force Command Post.

(b) If any airmen are rescued by Naval Units, C.T.F.81 is to inform F.O.W.I.T. who will inform Coastal Air Force Command Post who will tell the unit concerned.

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Group Captain, Commanding.
M.A.C.A.F. Command Post.

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SHINGLE

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SHINGLE
Equals British
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U. S. SECRET
Equals British SECRET

HEADQUARTERS FIFTH ARMY
A.P.O. #464, U. S. Army

SECRET SHINGLE
By authority of:
CG, Fifth Army
Initials [illegible]
Date 1/6/44

6 January 1944

OPERATION MEMORANDUM)
:
NUMBER 1)

CO-ORDINATION OF ANTI-AIRCRAFT GUN DEFENSES AND FIGHTER DEFENSES DURING OPERATION SHINGLE

1. The following rules will apply to the employment of AAA gunfire from ships and shore, and employment of fighter aircraft in the immediate vicinity of the assault beaches and ships lying off the assault beaches. All Allied Forces not directly under this command who are participating in this operation concur.

2. Application of rules for antiaircraft fire in operation SHINGLE will be divided into three phases as follows:

PHASE A: Before landing strips are in use, i.e., fighter cover must come from a distance or from aircraft carriers.

PHASE B: Local landing strips in use, i.e., friendly fighters are established on shore and air cover is firmly established.

PHASE C: After beach landings are complete and supply is overland or through established ports only.

3. RULES FOR AAA FIRE:

a. Phase A.

(1) By Day and Night

(a) AAA guns are free to fire on all aircraft not recognized as friendly below 3000' within 12,000 yards of the beach. Above 3000' within 12,000 yards of the beach, fire will be limited to aircraft recognized or identified by their appearance or actions as hostile. (Refer Par. 7). Exceptions: Field Artillery Air OP planes (Cubs) will be flying under 1000 feet. When enemy aircraft are being chased down by Allied fighters, the officer or non-commissioned officer in charge of each gun position will use his discretion as to whether or not the enemy aircraft are to be engaged by gunfire. Care must be taken to ensure that Allied aircraft are not shot at when closely engaged with enemy aircraft which are diving to sea level.

(b) Major War Vessels including destroyers are free to fire on all aircraft not recognized as friendly below 3000' within 12,000 yards of the ship. Above 3000' within 12,000 yards of the ship fire will be limited to aircraft recognized or identified by their appearance or actions as hostile. (Refer Par. 7).

(c) Minor Warships, Merchant ships and craft are free to fire on all aircraft not recognized as friendly below 3000' within 1500 yards of the ship. Above 3000' within 1500 yards of the ship, fire will be limited to aircraft recognized or identified by their actions as hostile. (Refer Par. 7).

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b. Phase B.

(1) By Day:

(a) AAA Guns will limit their fire to aircraft recognized or identified by their appearance or actions as hostile at any height. (Refer Par. 7).

(b) Major War Vessels, Minor War Vessels and Craft are free to open fire as in Phase A except that aircraft within 6000 yards of the beaches at any height are to be identified by their action or appearance as hostile (refer Par. 7) before being engaged.

(2) By Night:

The same rules apply as in Phase A.

c. Phase C.

The provisions of Air Defense Instruction Number 1, Allied Force Headquarters, Revision of 15 September, 1943, will come into effect.

4. RULES FOR AIRCRAFT:

a. Allied aircraft will normally not fly below 6000 feet when over the areas noted in Paragraph 1, above or when over the ships, unless in pursuit of enemy aircraft or in difficulties. No aircraft will be routed over these areas except in performance of combat missions.

b. Night fighters will be given full clearance above 6000 feet through the assault area to provide air defense against hostile aircraft.

5. As Allied aircraft will be patrolling with long-range tanks, they will of necessity have to jettison these tanks in the patrol area if they become engaged in combat. Care must be exercised that when these are seen to leave the aircraft, they are not mistaken for bombs or mines and the aircraft thereupon classed as hostile. Allied aircraft can jettison auxiliary gas tanks from STRAIGHT LEVEL FLIGHT ONLY.

6. The senior land force AAA Commander on shore in this operation will be responsible for taking prompt action to cause all concerned to be notified as to what PHASE is in effect. Determination of the effective date and time of each change of phase will be the responsibility of CG, VI Corps.

7. Following is the guide to RECOGNITION of friendly aircraft and the definition of HOSTILE ACT as established by Allied Force, AIR DEFENSE INSTRUCTION NO. 1, dated 15 September 1943, revised by Amendment No. 1, 7 October 1943; Amendment No. 2, 20 November, 1943:

"9. Aircraft will be considered friendly until committing a hostile act if

a. Recognized as friendly by its appearance.
b. Following an approved route.
c. Displaying correct recognition signals.
d. Showing I.F.F. However, absence of I.F.F. response by day does NOT necessarily identify an aircraft as hostile until such time as I.F.F. is fitted universally.
e. Flying with undercarriage or landing gear down.
f. A biplane.
g. Flying in line astern or single column on a level course."

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SHINGLE

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"10. Definition of hostile act.

a. Attacking ground targets, ships or friendly aircraft.
b. Dropping of flares at night.
c. Diving on troops, ships or vulnerable points.
d. Flying directly towards ships at sea, without having established identity.
e. Use of Window or other forms of radar jamming."

8. Local revision or modification of these rules is authorized, as it becomes necessary, provided the senior Naval and Air Commanders present concur.

By command of Lieutenant General CLARK:

A. M. GRUENTHER,
Major General, G. S. C.,
Chief of Staff.

OFFICIAL:

D. W. BRANN,
Brig. General, G. S. C.,
AC of S, G-3.

DISTRIBUTION:
1 - C/G
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2 - CG, VI Corps
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3 - CG, 3d Inf Div
29 - CO, 68th CA Regt (AA)
4 - CO, 540th Engr C Regt
12 - XII ASC
12 - U. S. Navy
2 - BRA 15 Army Group
2 - AG, AA & CD, AFHQ
4 - AAC, Fifth Army
2 - Br Increment
2 - British Navy
2 - CG Troop Carrier Command
2 - CO, 504 Prcht Regt.
10 - G-3 Fifth Army
1 - G-4
3 - AA Off
1 - Arty Off
1 - Engrs

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COPY REDLINE MESSAGE

TO:- NORSTAD

FROM:- CANNON IN 78 JC JANUARY 14

BIGOT SHINGLE - MOST SECRET. STRATEGIC AIR FORCE ARE OPERATING UNDER DIFFERENT DIRECTIVES FROM THREE DIFFERENT SOURCES. THEY DESIRE TO ASSIST IN THE SHINGLE OPERATION BUT ARE SOMEWHAT CONFUSED AS TO JUST WHAT THEY SHOULD DO. PURSUANT TO YOUR GEORGE TWO EIGHT SEVEN JAN.11 I HAVE INFORMED GENERAL ALEXANDER THAT STRATEGIC AIR FORCE WILL BE USED IN SUPPORT OF SHINGLE BEGINNING AT ONCE AND CONTINUING UNTIL THE SITUATION IS IN HAND. GENERAL ALEXANDER CONSIDERS IT VITAL THAT COMMUNICATIONS SOUTH OF THE RIMINI DASH PISA LINE BE CUT. DUE TO ANTICIPATED FEW REMAINING GOOD FLYING DAYS ENTIRE STRATEGIC AND TACTICAL BOMBER FORCES WILL BE REQUIRED TO ACCOMPLISH THIS MISSION. STRATEGIC AIR FORCE AT PRESENT OPERATING ON FIRST PRIORITY OTHER THAN SHINGLE. GRATEFUL FOR CLARIFICATION OF ENTIRE SITUATION.

REDLINE

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REDLINE MESSAGE FORM

SECRET

To: CANNON.

From: NORSTAD. JC 85 IN JAN 15

THIS IS IN ANSWER TO YOUR IN 78 JC (.) STRATEGIC AIR FORCE IS OPERATING UNDER A SINGLE BASIC DIRECTIVE WHICH IS ISSUED FROM THIS HEADQUARTERS (.) THIS WAS MODIFIED BY OUR MESSAGE A.207 OF 14 JANUARY (.) YOUR ADVICE TO GENERAL ALEXANDER THAT THE STRATEGIC AIR FORCE WILL BE USED IN SUPPORT OF "SHINGLE" IS CONSISTENT WITH THAT MESSAGE (.) AS STATED THEREIN, HOWEVER, IT IS NECESSARY THAT YOU ACQUAINT THIS HEADQUARTERS WITH YOUR PLANS FOR BOMBER OPERATIONS SO THAT THE NECESSARY INSTRUCTIONS MAY BE ISSUED TO THE 15 AIR FORCE (.) ON APPROVAL CO-ORDINATION OF THE EFFORT WILL BE DIRECTLY BETWEEN THE TWO AIR FORCES (.) I AGREE THAT IT IS MOST VITAL THAT COMMUNICATIONS SOUTH OF THE RIMINI - PISA LINE BE INTERRUPTED STARTING AT ONCE (.) IN THIS MATTER YOUR STATEMENT IN YOUR MESSAGE A.976 JANUARY 13, PARAGRAPH TWO, WHICH STATED IN EFFECT THAT DURING THE PRESENT PHASE YOU WERE ABLE TO COPE WITH THE AREA SOUTH OF THIS LINE AND THAT STRATEGIC WAS REQUIRED ONLY FOR COVER PLAN OPERATION WAS ACCEPTED, SINCE WE DEPEND UPON YOU FOR ADVICE AS TO BATTLE REQUIREMENTS AS WELL AS THE CAPABILITIES OF YOUR FORCE (.) I HOPE IT IS CLEAR THAT ALL ORDERS, INSTRUCTIONS AND DIRECTIVES TO THE TACTICAL AND STRATEGIC AIR FORCES ARE FROM THIS HEADQUARTERS (.) ORDERS AND DIRECTIVES FROM U.S. STRATEGIC AIR FORCES IN EUROPE ARE, BY GENERAL SPAATZ DIRECTION, SENT TO THIS HEADQUARTERS FOR FORWARDING (.) THE NATURE AND THE EXTENT OF THE PARTICIPATION OF THE 15 AIR FORCE IN THE "SHINGLE" OPERATION HAS BEEN CLEARED BY GENERAL SPAATZ (.)

DTG 15/0950

By Special courier

MASAF

To: T.B.F. (R) XII A.S.C. (R) M.A.A.F. ADV. (R) 15th AIR FORCE.

From: M.A.T.A.F. A.988 15 JANUARY, 1944.

BIGOT "SHINGLE" (.) MOST SECRET (.)

PARA. ONE (.) ON ASSUMPTION STRATEGIC AIR FORCE IS COMMITTED TO THE TASK OF DISRUPTING ENEMY RAIL COMMUNICATIONS IN NORTHERN ITALY DURING THE PRE "D" DAY PHASE OF "SHINGLE" (.) IN VIEW OF THIS THE FOLLOWING AMENDMENTS TO OPERATIONAL DIRECTIVE FOR OPERATION "SHINGLE" No. 4 DATED 4 JANUARY, 1944, WILL BE EFFECTIVE IMMEDIATELY (.) THE PRIMARY MISSION OF FORCES UNDER YOUR COMMAND DURING THIS PHASE WILL BE TO ACCOMPLISH ISOLATION OF THE BATTLE AREA BY DISRUPTING ENEMY RAIL COMMUNICATIONS IN ACCORDANCE WITH THE FOLLOWING PRIORITY:

(A) AREZZO - ORVIETO - ORTE - ROME LINE.

(B) AREZZO - FOLIGNO - TERNI - ORTE LINE.

(C) LEGHORN - CIVITAVECCHIA - ROME LINE (ONLY IN THE EVENT IT IS RE-OPENED).

(D) TERNI - SULMONA LINE.

(E) BY-PASS LINES THROUGH VITERBO TO ROME.

PARA. TWO (.) SECOND PRIORITY TARGETS TO BE ATTACKED ONLY IF WEATHER PRECLUDES STRIKING PRIMARY OBJECTIVES, ARE AS FOLLOWS:

(A) COMMUNICATIONS SOUTHERN COAST OF FRANCE FROM NICE - GENOA - PISA.

(B) OBJECTIVES SOUTH OF ROME IN SUPPORT OF THE FIFTH ARMY WHICH WILL BE NOMINATED BY DAILY SIGNAL FROM THIS H.Q.

(C) EAST COAST RAIL LINE PESCARA TO FALCONERA.

(D) PIAMBINO HARBOUR AND MARSHALLING YARDS.

PARA. THREE (.) COUNTER AIR FORCE OPERATIONS WILL BE CARRIED OUT ON OR ABOUT D MINUS ONE BY COMBINED EFFORT OF STRATEGIC AND TACTICAL AIR FORCES, AND WHENEVER NECESSARY PRIOR THERETO (.)

PARA. FOUR (.) ON "D" DAY AND SUBSEQUENT THERETO, IT WILL BE NECESSARY FOR THIS H.Q. TO NOMINATE SPECIFIC TARGETS, BUT PRIOR TO THAT TIME, SELECTION OF TARGETS WHOSE DESTRUCTION WILL ACCOMPLISH THE MOST EFFECTIVE BLOCKS OF ENEMY RAIL LINES AS INDICATED IN PARAS . ONE AND TWO WILL BE YOUR RESPONSIBILITY (.)

(T.B.F.) Priority: ~~Most~~ Immediate

TOO 15/ A

Signature: C.H. Pottenger
Colonel.

IMMEDIATE to XII A.S.C. ADV.

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OUTGOING MESSAGE

TO:- M.A.A.F. ADVANCED (R) M.A.S.A.F. (R) T.B.F.

FROM:- M.A.T.A.F. A.994 15 JANUARY, 1944

BIGOT SHINGLE - MOST SECRET (.)

PARA ONE (.) IN REFERENCE TO YOUR JC 85 IN AND OUR A.988 BOTH OF 15 JANUARY (.) IT IS REQUESTED THAT STRATEGIC AIR FORCE BE EMPLOYED DURING THE PRE-D-DAY PHASE AGAINST ENEMY LINES OF COMMUNICATIONS IN NORTHERN ITALY WITH THE OBJECT OF INTERFERING WITH AND DELAYING MOVEMENT OF RE-INFORCEMENTS AND SUPPLIES TO THE ROME AREA (.) THIS WILL ALSO ASSIST IN MAINTAINING THE COVER PLAN AND ENABLE US TO CONCENTRATE A HEAVIER WEIGHT OF ATTACK ON COMMUNICATIONS IN CENTRAL ITALY (.)

PARA TWO (.) WE CONSIDER THAT EFFECTIVE BLOCKS ON THE FOLLOWING LINES OF COMMUNICATION IN NORTHERN ITALY IN ORDER OF PRIORITY AS LSITED WILL HAVE THE MOST DIRECT EFFECT ON THE FORTHCOMING OPERATION :

(A) FLORENCE - AREZZO LINE

(B) EMPOLI - SIENA - AREZZO LINE

(C) PISA - ~~[illegible]~~ PISTOIA - PRATO - FLORENCE LINE

(D) RIMINI - FALCONARA LINE

PARA THREE (.) BY NIGHT REQUEST WELLINGTONS OF 205 GROUP BE EMPLOYED IN AREA PISA - FLORENCE - ROME AGAINST PRINCIPAL MARSHALLING YARDS AND VULNERABLE POINTS ATTACKED BY DAY WITH OBJECT OF DISORGANISING RAILWAY OPERATION BY NIGHT AND HAMPERING REPAIR OF DAMAGE INFLICTED BY DAY ATTACKS (.) RECOMMEND ALL ATTACKS BOTH DAY AND NIGHT INCLUDE PERCENTAGE LONG DELAY BOMBS (.)

PARA FOUR (.) PROPOSE TO UNDERTAKE ATTACK ON ENEMY AIR ON DOG MINUS TWO AND REQUEST EMPLOYMENT OF ALL STRATEGIC RESOURCES DURING THIS OPERATION (.)

PARA FIVE (.) ON DOG DAY AND FOLLOWING DAYS REQUEST WE MAY CALL ON STRATEGIC FOR ASSISTANCE ON FIRST PRIORITY BASIS, UNTIL SUCH TIME AS IMMEDIATE OUTCOME OF SHINGLE IS CLEAR (.)

PARA SIX (.) IF YOU AGREE FOREGOING, REQUEST WE MAY CO-ORDINATE DIRECT WITH STRATEGIC AS CONSIDERED ESSENTIAL IN VIEW OF WEATHER AND TIME LIMITATIONS THAT THIS BOMBING PROGRAMME BE IMPLEMENTED WITHOUT DELAY (.)

Priority:- Important

T.O.O. 15/ A

C. H. Pottenger

....

Colonel, A.C.

Air Staff Distribution
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INCOMING MESSAGES

SENT 1123

1055

PRIORITY ---- OPER PRIORITY ---- URGENT

DECODED BY C7B

DTG 150905A

MSG CNTR No. 158

KKK MA TACTICAL AF MA COASTAL AF RRR MAAF REAR STRATEGICAL A F FROM MAAF ADVANCED ABLE207(207 JAN14(14)))

C7B

YES ITS A BIGOT REPEAT BIGOT SHINGLE MOST SECRET SPECIALLY ENCYPHERED VERSION MY ABLE207(207 JANQORKQR BOMBER OPERATIONS IN SUPPORT OF SINGLE OPERATION ARE DIVIDED INTO THREE PHASES DURING THE FIRST OR PREPARATORY PHASE, TACTICAL AIR FORCE BOMBERS WILL OPERATE AGAINST COMMUNICATIONS SOUTH OF THE GENERAL LINE PISA-RIMINI(PISA-RIMINI ACCORDING TO PLANS AND ORDERS OF COMMDG GENL TACTICAL AIR FORCE(.) THE FIFTEENTH ARMY GROUP AND AFHQ(AFHQ HAVE REQUESTED THAT DURING THIS PHAS ERASE PHASE COVER PLAN OPERATIONS BE CONDUCTED AGAINST THE BIGOT RPT BIGOT PISTOIAMA PRATO(PISTOIA-PRATO LINE, DATE UNSPECIFIED, AND ON THE MARSHALLING YARDS AT BOLOGNA ON OR ABOUT 18(18 JAN CURRENT DIRECTIVE TO JHE START ERASE STRAT AIR FORCE IS AMENDED TO INCLUDE ONE ATTACK ON EACH OF THESE TARGETS, THE TIME OF THE PISTOIA-PRATO(PISTOIA-PRATO ATTACK TO BE BIGOT RPT BIGOTWCOORDINATED WITH THE TACTICAL AIR FORCE SPECIFIC OBJECQIVES IN BOTH CASES WILL BE THE MARSHALLING YARDS OR CRITICAL POINTS IN THE RAIL MOMMUNICATIONS SYSTEM ATTACKS ON TARGETS WITHIN THE CITY OF

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INCOMING MESSAGES

SENT

DECODED BY

PRIORITY OPER PRIORITY URGENT

DTG

MSG. CNTR NO.

FLORENCE HAVE NOT(R) NOT BEEN CLARED AND WILL NOT(R) NOT BE MADE WITHOUT SPECIFJC AUTHORITY FROM BIGOT RPT BIGOT THIS HQ THE SECOND PHASE WILL INCLUDE OPERATIONS DESIGNED TO ISOLATE THE SELECTED BATTLE AREA AND TO RENDER INOPERATIONAL AIRFIELDS FROM WHICH THE ENEMY MAY MOST EFFECTIVELY BRING AIR FORCES TO BEAR AGAINST OUR ASSAULT(END PART ONE PART TWO FOLLOWS CTOO 141825A(141825A) THE PLAN COVERING THIS PHASE

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RECEIVED 1125 SENT 1150 DECODED BY [illegible]

ROUTINE PRIORITY OPER PRIORITY URGENT

DTG 150906 A

MSG. CNTR. NO 171

(((PART TWO AND FINAL MY CTOO 141825(141 25 ABLE207(207. JAN 14(14)))

C+D

ITS A BIGOT REPEAT BIGOT SHINGLE WILL BE FORWARDED TO THIS HQ BY THE C G TACTICAL AIR FORCE WITHOUT DELAY AND WILL GIVE THE TASK TO BE ACCOMPLISHED, THE SPECIFIC OBJECTIVES TO BE ATTACKED AND THE DATES UPON WHICH ATTACK IS TO BE MADE BIGOT REPEAT BIGOT THIS PLAN SHOULD ALSO INCLUDE SUCH TASKS AS ARE BEYOND THE CAPABILITIES OF THE FORCE AVAILABLE TO TACTICAL AIR FORCE AND WHICH, CONSEQUENTLY, MUST BE ASSIGNED TO THE STRAT AIR ~~FORE34-73~~ %94V3 (.) IT IS CONTEMPLATED USING THE LATTER FORCE EXTENSIVELY, IF REQUIRED, DURING THIS PHASE OF THE OPERATION BIGOT RPT BIGOT AND THE CURRENT DIRECTIVE WILL BE AMENDED ACCORDINGLY UPON RECEIPT OF PLAN REFERRED TO ABOVE THE THIRD PHASE WILL BE IN SUPPORT OF THE ACTUAL BATTLE AND WILL BECOME EFECTIVE ON DOG DAY IT WILL INVOLVE OPERATIONS OF THE TACTICAL A F AS DIRECTED BY THE C G THEREOF AND, IK BIGOT RPT BIGOT REQUIRED OPERATIONS OF THE STRAT AIR FORCE AS DIRECTED BY THIS HQ(.) DURING ALL PHASES COUNTER AIR OPERATIONS WILL BE CONDUCTED AS A MATTER OF FIRST PRIORITY WHENEVER PROFITABLE TAR35/ -43 0435/.32

GETS ARE PRESENTED

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SENT

DECODED BY

PRIORITY

OPER PRIORITY

DTG

MSG. CNTR NO.

(.) BIGOT RPT BIGOT EXWERIENCE HAS PROVED THE EXTREME IMPORTANCE OF AIRDROME POSTHOLING OPERATIONS WHEN PROPERLY TIMED WIH THE ASSAULT (.) E5ENSIVE OPERATIONS FOR THIS PURPOSE WILL BE INCLUDED IN THE PLLN SUBMITTED

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DTG 111859A

MSG. CENTR. NR. 9143

(((DFHQ(AFHQ 15(15TH AIR FORCE. RRR MAAF REAR . MA TACTICAL AF 49. .--X -Z.V ABLE 277(26-. -.V.46 11(11 SHINGLE MOST SECRET . REFERENCE PROPOSALS)))

JAN 12 1944

0303

SENT

BY

SHINGLE MOST SECRET . FOR ATTACK AN SALTO ANE TURENO DAMS.

HAVD CONSUTTED AIR MINISTRY WHO CONSKDER NEITHER DAM VULNNRABLETO ANY EXISTING WEAPON OTAER THAN UPKEEP(BPKEEP. 2(2 PEOTOGRAPHIC COVER ORDERED WILL ENABLE PINION BYJEXPERTS TO BETMADE AND TACTICAL FEASIBILITY AND XULNERABILITY AOF DAMS DOPENSSSON DEFENCES AND WATER LEVELS. 3(3 AIRCRAFT AVAILABLE. TWO UPLEEP AIRCRAFT AND WEAPONS CAN BE MADE AVAILABLE. UPKEEP AIRCRAFT MUST FLY WITHIWEAPPN FROM HOME BASE TO OPERATE FROM BASE IN THIS THEATRE. 4(4 BECAUSE YH HERIOD REQUIRED AFOR TRAINING AND TRANSFER OF AARCRAFT TO HIS THEATRE UPKEEP AIRCRAFT COULCSNOK REPEAT NOT OPERAEETBEFORE FEBRUARY MOON PERIOD PROBABLY FULL MOLN.ETHE FEASIBIMITY OF UNDERTAKING THE OPERATION BY DAYLICHT ESPECIALLY IN THE FACE OF STRONG

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ROUTINE PRIORITY OPER. PRIORITY URGENT

NTG___________

MSG. CENTR. NR 9143

ACK ACK IS CONYICERED VRRY BOUBTFULCM POSSIBILITY OF ATTACK WAS EXAMINED JULY 1943(1943 BUT VERY LOW WATER PRECLUDED ANY CHANCE/OF SUCCESS. PROBABLE CIVILIAN CASUALTIES NECESSITATES CHIEFS OF STAFFS APPROVALØKEFORE ATTACK ON DAMS CAN BE PERMISTED. AEQUISITE ACTION BEING TAKEN BY AIR MINISTRY. 5(5 ASSUMING DAMS AIRE PULL DESTRUCTICN OF EITHER ID LIKELY TO WIPE OUT RIETI(RIETI PO ULATION 12000/47000(12000/17000 AND CAUSE SEVERE DAMANE TO WERNI(UERNIPOPULATION 40000-100000.- %)9928,X .-6 43-V£ (((END PART ONE PART WWO FOLLOWS))) ROKU BUT OC ATICAN CITY ID UNLIKELY TO BE AFFECG D

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INCOMING MESSAGE

RECEIVED 0157 SENT 0214 DECODED BY S. L

ROUTINE PRIORITY OPER. PRIORITY URGENT

DTG 111203ZA

MSG. CENTR. NR. 9138

(((PART TWO AND FINAL PART MY ABLE 277(277 TOO 111859(111859A FROM HO MAAF ADV)))

SHINGLE MOST SECRET. 6(6 IN VIEW OF MANY UNCERTAIN FACTORS IT MUST BE CLEARLY BORNE IN MIND THAT PLANNING FOR SHINGLE SHOULD NOT REPEAT NOT IN ANY WAY RELY ON THE DESTRUCTION OF THESE DAMS. AFTER CONSIDERATION OF INFORMATION GIVEN ABOVE REQUEST YOU CONFIRM IMMEDIATELY WHETHER YOU WISH US TO PROCEED WITH PREPARATIONS IN ANTICIPATION OF ATTACK STILL BEING REQUIRED AS AIR MINISTRY MUST HAVE THIS INFORMATION FORTHWITH IF WEAPONS ARE TO BE PREPARED AND DESPATCHED HERE IN TIME FOR THE FEBRUARY MOON PERIOD

JAN 12 1944 0220

SENT

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655.430-3
July 1944

CLASSIFICATION CHANGED

AS INDICATED

3 JULY 1945

BY COMMAND OF BRIG GEN GLENN O BARCUS :

C M KERANEN, CAPT, AC
ACTG ASST ADJ GEN

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CLASSIFICATION CHANGED 3 JULY 1945. By COMMAND BRIG GEN, G.O. BARCUS: [signature] Capt AC actg asst A G

HEADQUARTERS
XII TACTICAL AIR COMMAND ADV.
APO 374 US ARMY

8 July 1944

MEMORANDUM

GA/CMK/nc

TO : All Staff Sections, Advance and Rear.

1. Effective 1200 hours, 9 July 1944, this Headquarters becomes XII T.A.C. Operations.

2. The Commanding General and members of the Staff at Naples will be designated as XII T.A.C. Advance.

3. The designation of the Rear Headquarters remains XII T.A.C. Rear.

By Command of Brigadier General SAVILLE:

[signature]
C. M. KERANEN,
1st. Lt. Air Corps,
Actg. Asst. Adj. General.

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HEADQUARTERS XII TACTICAL AIR COMMAND
A. P. O. 374

GR-TJB-hoh

Comm. O

29 July 1944

MEMORANDUM)
:
No. 80-10)

ADMINISTRATION

Units XII TAC

1. All XII TAC units on Corsica are under Operational and Administrative Supply control of 87th Fighter Wing with the exception of units merely staging at this location. These exceptions are Reinforced Forward Ops, 64th Fighter Wing, Det. 927th Signal Bn., and Det. 439th Signal Bn. The Headquarters of these units is located in Italy and need not be considered as in any way complicating any work of the 87th Fighter Wing or being under any control of the 87th Fighter Wing. Colonel Darcy as Chief of Staff of XII TAC (Ops) will exercise such control as is necessary over these units.

2. The status or procedure of the 343rd Signal Co. Wing, 57th Fighter Group, and 79th Fighter Group is not changed in any way by the information contained herein. These units remain assigned to the 87th Fighter Wing for all Operations and Administration.

3. Supply Administration is defined as control, checking, submission of requirements of General, Operational, Common, or peculiar items for all issues and salvage of initial or replacement equipment and supplies. Total operational supply requirements have been arranged for delivery to Corsica by XII TAC and higher headquarters for all 87th Fighter Wing and other XII TAC units on Corsica. Quantity levels have already been established by higher headquarters and actual stocking is in progress. The Commanding Officer, 87th Fighter Wing is to obtain from the Commanding Officer, CASA all supply requirements for all XII TAC units under his operational control on Corsica.

4. After complete investigation of supply difficulties have been checked by the 87th Fighter Wing with CASA, CG, XII TAC should be contacted if action by Twelfth Air Force Service Command or Twelfth Air Force is required.

5. Supply Reports required by XII TAC, higher headquarters, and Service Command will be collected from all units of XII TAC by the 87th Fighter Wing.

6. 87th Fighter Wing will be required to direct details of moves XII TAC units within the island of Corsica only. XII TAC Adv will arrange with higher headquarters and direct all over water moves. XII TAC Movement Control will notify 87th Fighter Wing as to date units are required in a staging area. 87th Fighter Wing responsibilities will cease at the staging area whereupon further direction will be exercised by Hq XII TAC Movement Control as cited above.

7. Headquarters 87th Fighter Wing is authorized to deal directly with The Commanding General MATAF on matters involving administrative employment of Troop Carrier aircraft. Organizational moves of units from Corsica by air will be handled by XII TAC Ops.

8. Maintenance will continue to be handled direct by Hq XII TAC (Rear).

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(Memorandum No. 80-10, Cont'd)

9. Headquarters 87th Fighter Wing will be responsible with Air Field repair details on Corsica. New airfields construction will be directed or co-ordinated by Hq. XII TAC (Adv).

10. To simplify work of the Statistical Staff Sections, to avoid duplication, and to adhere to present regulations, the 87th Fighter Wing will compile only Daily Aircraft Status Reports for all XII TAC units based on Corsica. All other Statistical records to be handled by Hq XII TAC (Rear) thru normal chain of command. Submission of expenditure reports will be in accordance with procedure and thru channels as existed on July 1, 1944.

By command of Brigadier General SAVILLE:

J. R. GUNN, JR.,
Colonel, GSC,
Dpty. Chief of Staff.

OFFICIAL: [signature: Brogan]

:. J. BROGAN,
Colonel, AGD,
Adjutant General.

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COPY NO. 93

HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

TOP SECRET:
Auth. CG, XII TAC.
Initials..
20 July 1944.

20 July 1944

ADMINISTRATIVE INSTRUCTIONS)
:
NUMBER.....................1)

OPERATION "ANVIL"

Nature of the Operation.

1. Operation "ANVIL" is an amphibious assault conducted by 7th Army, supported by a Naval Task Force and M.A.A.F. CG, XII T.A.C. will be the Air Task Force Commander.

Maintenance of the Air Forces.

2. Under the direction of Commanding General, M.A.T.A.F., the Commanding General, XII A.F.S.C. will supply and maintain all Air Forces taking part in the Operation with the exception of the maintenance and the supply of technical spares for R.A.F. and Air Formation Signals Units and French Spitfire Squadrons, which will be the responsibility of the D.M.&S., M.A.A.F. Items common to air and ground forces will be the responsibility of the Army Commander.

BUILD - UP AND OPERATIONS IN CORSICA

3. All Tactical Units of this Command will operate in the initial stages from Corsica. The build-up of units into Corsica has now been completed.

Supplies.

4. U.S. units in Corsica will draw supplies through Service Centers in accordance with usual procedure.

5. Ammunition and pyrotechnics for all British aircraft are supplied in Corsica under arrangements made by D.M.&S., M.A.A.F. in collaboration with S.E.O., M.A.T.A.F. AND S.E.O., M.A.C.A.F.

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Norbase is responsible for the transport of R.A.F. ammunition and pyrotechnics from the Port of unloading to 135 A.S.P. R.A.F. units will normally collect their requirements from these dumps in unit vehicles.

6. Rations and NAAFI items for all personnel in the Islands are being supplied to a centrally situated D.I.D. in Corsica. R.A.F. units will continue to draw their requirements from the D.I.D. in unit transport.

Technical Supplies.

7. American units will obtain technical supplies through Service Squadrons in the usual manner. R.A.F. and French Spitfire units and 415th Night Fighter Squadron will draw technical supplies and oxygen from 135 A.S.P. in Corsica.

Repair and Salvage.

8. Repair and salvage of U.S. aircraft will be through usual channels, and of British aircraft through R.A.F. Repair and Salvage Units.

9. Repair of U.S. and French vehicles will be by Ordnance S&M Companies and of British vehicles by No. 16 M.T. Light Repair Unit located in Corsica.

Replacement Aircraft Pools.

10. XII T.A.C. Replacement Pool will be located at Capodichino. American units will be advised to pick up replacement aircraft as their status reports shows the need for same and as aircraft become available in the pool. Effort will be made to maintain this pool at fifty (50) P-47 aircraft.

11. A reserve of Spitfire aircraft for British and French Units will be held by 117 M.U. at Elmas Airfield, Sardinia. This pool will be maintained at sixty (60) aircraft. Any overflow of reserve aircraft from the pool will be held at Monsorrato.

Administration.

12. Normal administration of supply in Corsica of U.S. units of XII T.A.C. will be by 87th Fighter Wing.

13. British units under operational control of 87th Fighter Wing will be administered by an R.A.F. Administrative Group Headquarters located near 87th Fighter Wing.

Replacement Pilots and Crews.

14. U. S. pilots and crew replacement will be according to usual procedure.

15. R.A.F. replacement pilots will be held in the R.A.F. Aircraft Pool at 117 M.U., Elmas Airfield in Sardinia, and will be available to move by air on direct call from the R.A.F. Administrative Group Headquarters.

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BUILD - UP INTO ANVIL

16. Units of this Command will be built-up into ANVIL from both Corsica and Italy.

Unit Moves from Corsica.

17. Units will move from Corsica to ANVIL in nine (9) LSTs operating a ferry service between Calvi/Ile Rousse, Corsica and the assault beaches. It is estimated that the craft will complete one (1) turn-around every three (3) to four (4) days. Appendix "B" sets up a priority list for movement of units Corsica to ANVIL. This list is subject to modification by CG, XII T.A.C. to meet tactical needs as they develop.

18. A Ferry Control will be established at Calvi and Ile Rousse to supervise the mounting of units in the LST shuttle and implement the directions of the CG, XII T.A.C. The Ferry Control will consist of representatives of XII T.A.C., Norbase, XII A.F.S.C. and R.A.F. movements. This Control will initiate the calling forward of units in accordance with the requirements of CG, XII T.A.C. The Ferry Control will be formed by D - 10.

19. Certain Signal units of XII T.A.C. will be in Corsica for staging only and will not operate there. These units may be placed on the LST shuttle at any time that they are needed to fill vacant LST space, at the direction of XII T.A.C. representative on the Ferry Control, prior to call being made for these units by CG, XII T.A.C.

20. Units attached or assigned to 87th Fighter Wing will be alerted and called forward by 87th Fighter Wing.

21. To insure time for pre-stowage, waterproofing, and loading, units will be alerted to arrive in the assembly area two (2) days prior to date of embarkation. "A" and "B" parties of Tactical Units may, because of operational limitations, be unable to arrive two (2) days in advance. In such event, the matter will be referred to Ferry Control by fastest means of communication available so that necessary adjustments in the loading schedule may be made.

22. No more than fifty (50) tons of loose equipment or stores will be loaded aboard any one LST. Unit Commanders will be responsible that adequate unit personnel are at hand to load and unload all loose equipment and stores. The loading and unloading of LSTs will be carried on with all possible speed so that the turn-around will not be delayed and so that LSTs will not be endangered for an undue time at the assault beaches.

23. Norbase will furnish transportation necessary for hauling loose stores and equipment to the assembly area in Corsica.

Unit Moves from Italy.

24. Units will move from Italy to ANVIL in M.T. Ships and in LCIs. A limited number of special Signal vehicles only will move in LSTs.

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The schedule for the lift of units of this Command from Italy is set forth in appendix "A". If, in the later stages, it is not possible, due to change in tactical or shipping situation, to follow this schedule exactly, then appendix "A" will serve as a priority list for Air Corps units.

25. The use of M.T. shipping from Italy makes it necessary in many instances to load vehicles and drivers only, with an officer in charge, on the M.T. ships with the remaining personnel of th units travelling separately by LCIs. To avoid great confusion at the assault areas very careful briefing and planning by all units will be required in order to marry-up the personnel and vehicles at the destination. Upon unloading, each detachment of a unit should proceed at once to the Air Force assembly area that will be designated by the Beach Group and remain there until the required personnel and vehicles are joined together.

26. The assembly area for Air Force units in the Naples area is Santa Maria Airfield.

27. Units of this Command will be called into the assembly areas in the Naples area by Hqs., XII T.A.C.

28. Each unit, or echelon of a unit moving separately from the remainder of the unit, will appoint a Unit TQM. Unit TQM will be prepared to report to this Headquarters in the Naples area immediately upon being ordered so to do. Final passenger and vehicles lists will have to be prepared after arrival in the assembly area. Necessary typewriters and personnel must be available to the unit TQM for this purpose.

29. Air Force Assembly Area Commander will furnish vehicles to move personnel and loose equipment or stores from assembly areas to concentration areas. Units will be responsible for loading and unloading such equipment. Loose equipment cannot be loaded on the top deck of M.T. ships, but must be placed in holds.

30. Only T/BA equipment, or necessary equipment otherwise authorized by this or higher headquarters, will be carried. Commanding Officers will be required to certify in writing that this instruction has been complied with.

31. Vehicles will not be loaded beyond rated capacity. Bows and canvas will be removed from vehicles to be loaded in M.T. ships and stowed. Such vehicles will not be loaded beyond overall height of vehicles with bows removed. Motorcycles on M.T. ships must be stowed in trucks. Trailers will be accompanied by prime movers on all shipments.

GENERAL INFORMATION AND INSTRUCTIONS

Waterproofing

32. All vehicles arriving in ANVIL prior to D ≠ 5 will be waterproofed. Waterproofing material will be furnished in the Italy and Corsica assembly areas for U.S. vehicles by XII A.F.S.C.

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A detachment of 10 M.T.L.R.U. (RAF) in Italy and 16 M.T.L.R.U. (RAF) in Corsicawill be made available in assembly areas for assistance with British vehicles.

Fuel and Oil.

33. Vehicles will be loaded on M.T. ships with gasoline tanks 90% full and on LSTs with tanks full. All motor vehicles will carry drinking water, two (2) days gasoline supply in cans, and one (1) change of motor transport oil.

Vehicle Markings.

34. U.S. vehicles will be marked by a large five (5) pointed star surrounded by a white circle four (4) inches in width and placed as follows: One (1) on a horizontal or near horizontal surface, and one (1) on each side. Smaller stars will be placed front and rear as space permits.

35. British vehicles will be marked with one (1) R.A.F. roundel on a horizontal or near horizontal surface or one (1) five (5) pointed star on said surface as with U.S. vehicles.

36. Ambulances, whether U.S., British, or French will carry the standard red cross emblem painted on horizontal or near horizontal surface, and on each side, front and rear.

37. Patches of gas detection paint will be put on all vehicles of all nationalties on a horizontal surface where it will be visible to the occupants.

38. American unit identification symbols will be as shown in AR 850-5, dated 5 August 1942.

Clothing

39. U.S. and British Air Force Personnel will wear summer khaki in Anvil until instructed to change to woolen uniform. Replacement for U.S. Personnel will be through normal service channels and for British Personnel through 135 ASP.

Rations for Embarking Troops.

40. All U.S., British, and French troops embarking for ANVIL will carry ashore as an individual reserve per man:

1 ration, type "D"
1 ration, type "K"
1 bottle Halazone tablets
1 bottle Salt tablets
2 packages cigarettes

Unit supply officers will draw above from XII A.F.S.C. in the assembly area and issue to each man prior to embarkation.

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41. In addition to above, there will be carried in unit transportation the following rations per man:

10 rations, type "B" (Units in Italy)
Up to 10 rations, type "B" (Units in Corsica) (As available)

These rations will be drawn through XII A.F.S.C.

Supplies in Anvil.

42. Aviation POL and Ammo will be phased into ANVIL to D ≠ 25 according to the schedule shown in appendix "D". M.A.A.F., A-4 will arrange shipment of subsequent supplies.

43. Transport of Air Force, Ordnance and POL from beach dumps to permanent dumps and to fields will be done by XII A.F.S.C.

44. Army Commanders will supply all items common to both air and ground. Until XII A.F.S.C. has set up facilities in ANVIL, units of this Command, U.S., British and French, may draw directly from Beach Dumps. After XII A.F.S.C. has established facilities in ANVIL approximately D ≠ 6, common items will be drawn from Army through XII A.F.S.C.

45. Rations will be available for issue at Army Beach Dumps beginning the morning of D ≠ 1. Rations will be issued on demand, necessity being the only basis. As soon as practicable, Dump Commanders will institute a policy whereby units will submit a cerified strength return one (1) day for rations to be drawn the next day. Type of ration issued will be at discretion of Dump Commanders, and will be governed by what is available in dump.

46. Motor transport gas, oil, and lubricants will be available in Army Beach Dumps from morning of D ≠ 1. Units will draw from nearest beach dumps, necessity being the only basis needed for drawing. Issues of gasoline and diesel fuel oil will be made only on the basis of exchange of empty containers for full containers. Only when tactical necessity requires will class III be issued without containers exchange.

47. Critical items of clothing and shoes will be available in Army Beach Dumps from the morning of D ≠ 1.

48. Specially packed impregnated clothing based on 15% of strength will be available in Army Beach Dumps from D ≠ 1. This will be released only in case of necessity.

49. PX rations will be issued to U.S. troops on a gratuitous basis until notice is given to the contrary.

50. PX rations will be issued to French personnel on a gratuitous basis until D ≠ 30.

51. British units will carry special D.I.D. and NAAFI items in sufficient quantity for the first thirty (30) days. After D ≠ 30 a British D.I.D. and B.I.S. will be established in ANVIL.

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Signal Supplies.

52. Air Force units will draw common items of Signal supply from Army Signal Supply Points and Depots until Air Force Service Command facilities are established, approximately D ≠ 6. (In case of difficulty cite: Administrative Instruction #1, Operation Anvil, Headquarters, Force 163, Annex No. 8, Para. 2a (1) dated 20 June 1944) After Service Command facilities are established Service Command will draw from Army Dumps and issue to Air Force units.

53. Air Force units will carry with them a supply of Signal items peculiar to Air Corps sufficient for thirty (30) days. Thereafter, these items may be drawn from Air Force Service Command Depots.

Technical Supplies.

54. "A" parties of U.S. tactical units will land in ANVIL with a ten (10) day level of technical supplies and Service Squadrons with a thirty (30) day level. An Air Depot Group will move to ANVIL about D ≠ 35.

55. "A" and "B" parties of R.A.F. tactical units will each carry seven (7) days level of technical supplies, including oxygen. 135 A.S.P. will carry sixty (60) days supplies.

Hospitalization.

56. Hospitilization of Air Force personnel will be the responsibility of the Army Commander. British personnel will be served by two (2) R.A.F. Mobile Field Hospitals to the extent of the capacity of their units. One (1) M.F.H. will move from Corsica in two (2) echelons on D ≠ 5 and D ≠ 12 and a second from Italy on D ≠ 25.

Air Transport.

57. Air transport of key personnel and special equipment into the beachhead will be provided under arrangements of Hqs., M.A.T.A.F.

Bomb Disposal.

58. A Bomb Disposal unit of XII A.F.S.C. will move from Corsica to arrive on D ≠ 4.

R.A.F. Air Ammunition Park.

59. A section of 125 (AAP) M.U. will move from Italy to arrive on D ≠ 5. As soon as it is established, XII A.F.S.C. will be responsible only for conveying ammunition from Beach Dumps to the A.A.P.

Beach Control.

60. All beach activities will be under the control of Beach Control Headquarters, 7th Army. The XII A.F.S.C. will have a liaison section with the Army Beach Control Headquarters under Major C.N.C. Ramsey. S/L Robertson will represent R.A.F. interests.

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Combined U.S.A.A.F. and R.A.F. beach sections are established with each Beach Group. Hqs., XII T.A.C. will maintain contact with Air Liaison, Beach Control Headquarters to advise on any changes of destination for units or supplies over the beaches.

61. Each Unit Commander will be responsible for the movement of his loose equipment from ships to beach dumps and assembly areas. On disembarking Unit Commanders will immediately contact Beach C.P. to furnish transporttation which will be supplied by Beach Groups for movement to beach dumps or assembly areas. XII A.F.S.C. will furnish transportation for movement from dumps to unit location, when vehicles can be spared from hauling supplies.

62. All units and echelons of units of this Command will move at once from the beaches to the Air Force section of the assembly areas, to which they will be directed by Ground Force guides.

63. Air Force beach section personnel will be present in assembly areas to assist in assembly of units and to direct units to there proper destination. Units will not move from assembly areas without permission of Beach Group Commander or his representative.

64. Each unit will be in possession of a minimum of at least six (6) legible unit signs with arrows for use in marking routes and locations.

65. Any information needed on location of units or dumps will be obtained from the Air Force Beach Sections who will contact Air Force Liaison Officer with Beach Control Groups Headquarters if necessary.

66. Air Force Beach Section personnel will wear a blue brassard with white star.

Blackout Driving Anvil.

67. Vehicles will drive at night with depressed beams through unobstructed lens, except during actual alerts when only blackout lights will be used.

Bivouacs, Billets and Storage Space.

68. Policy.

a. Forward of Corps rear boundaries, bivouacs and billets will be acquired by reconnoitering premises, making a check for mines and booby traps, and serving verbal notice of occupancy on owner, or tenant if owner is not readily available. In the event that the premises are unoccupied, unit may occupy same without further search for owner or tenant.

b. Between Corps rear boundaries and Army rear boundary, bivouacs and billets (including sites for dumps, parks, and administrative installations) will be acquired by units as follows:

(1) Reconnoiter for suitable site.

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(2) . ..empt to locate owner, or tenan. ..owner's absence, and secure all possible information about site, i.e., size of buildings, number of acres, owner's name and address.

(3) Contact Army Engineer Section to secure permission and necessary forms for occupation of selected premises.

(4) Serve written notice issued by Army Engineer Section, on owner or tenant.

(5) Check premises for possible mines and booby traps.

(6) Render such assistance as practicable, to move and safeguard private property within premises.

(7) Exercise reasonable care in safeguarding premises on private property located thereon.

(8) When last element of unit leaves, police premises, (dispose) of trash, cans and rubbish, cover latrines and garbage pits and mark same; turn off water and lights as applicable and shut doors, windows and gates) fill in date of evacuation on the copy of requisitioning form retained by organization and the copy in hands of owner, then forward retained copy through message center channels to Army Engineer Section.

69. In rear of Division rear boundaries and forward of Corps rear boundaries, the following installations will not be occupied by units for billets, bivouacs, dumps, shops, etc., without prior clearance from Corps Headquarters. This provision is necessary to insure that these premises are available and as intact as possible for early use by vital service units.

(1) Railroad stations, yards, shops and roundhouses.

(2) Hospitals, sanitariums and schools.

(3) Flour mills, bakeries, and grain elevators.

(4) Petroleum tank farms, storage yards and pipeline installations.

(5) Electric power generating or switching stations.

(6) Slaughter houses, butcher shops, food stores and markets.

70. In rear of Corps rear boundaries and forward of Army rear boundary, the following installations, in addition to those listed above, will not be occupied, nor will stocks of materials or equipment therein be disturbed or removed, without prior clearance from the Force Engineer.

(1) Lumber yards or mills.

(2) Cement works or stockpiles.

(3) Machine shops or garages.

(4) Large warehouses or audi[illegible]

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(5) Manufacturing or industrial plants.

(6) Materiel storage yards.

Local Purchase of Food

71. Because of critical shortage of food in target area NO local purchase of food will be made by any member of this Command.

Repair and Maintenance of Field Ranges

72. Expendable supplies and parts for field ranges may be procured at Army QM Dumps in early stages. Completely unserviceable major items may be exchanged for like replacement items at these dumps.

By Command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

Geo. L. Hart, Jr

GEORGE L. HART, JR.,
Lt. Col., G.S.C.,
AC of S, A-4.

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APPENDIX "A"   SHIPMENTS FROM ITALY   MOVEMENT PLAN   CONFID

Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	
1.	15080 A.M.E.S. (RAF)	45	15	-	XII TAC				Perman
2.	14034 A.M.E.S. (RAF) V.H.F. Twin	20	13	-	XII TAC		D Day		On LST speci speci
3.	871 A.M.E.S. (RAF)	45	15	-	XII TAC		On Call		) Operat
	SCR.584	29	6	-	XII TAC		On Call		)
4.	8015 A.M.E.S. (RAF)	45	15	-	XII TAC		On Call		)
	SCR.584	29	6	-	XII TAC		On Call		) Operat
	SCR.582	55	10		XII TAC		D Day		)
5.	805th Avn Engineer Bn (2 Coys)	450	120	-	AAFEC		D Day	ALPHA CAMEL	) One Co) any to Engine
6.	1974th QM Truck Company	102	107	-	XII AFSC		D Day	CAMEL	
7.	H.Q., XII T.A.C.	25	12	-	XII TAC +	As advised by AAFSC MTO.	D Day	DELTA	+ Tactic to arr D - 23 XII TA
8.	H.Q., 64th Fighter Wing	60	14	-	XII TAC		D Day	DELTA	
9.	346th Signal Co. Wing	26	4	-	XII TAC		D Day	DELTA	
10.	927th Signal Battalion	250	77	40	XII TAC		D + 1	DELTA	

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SHIPMENTS FROM ITALY MOVEMENT PLAN CONFIDENTIAL ~~BIGOT ANVIL TOP SECRET~~

Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
45	15	-	XII TAC				Permanent GCI/LST
20	13	-	XII TAC		D Day		On LST 32 for landing D Day in special operation. To be specially stowed.
45	15	-	XII TAC		On Call		) Operating on GCI/LST.
29	6	-	XII TAC		On Call		)
45	15	-	XII TAC		On Call		)
29	6	-	XII TAC		On Call		) Operating on GCI/LST.
55	10		XII TAC		D Day		)
Coys) 450	120	-	AAFEC		D Day	ALPHA CAMEL	) One Company to ALPHA. One Company to CAMEL. Essential Engineers land on D Day.
102	107	-	XII AFSC		D Day	CAMEL	
25	12	-	XII TAC +	As advised by AAFSC MTO.	D Day	DELTA	+ Tactical Groups may be unable to arrive in assembly area on D - 23. AAFSC/MTO to consult XII TAC.
60	14	-	XII TAC		D Day	DELTA	
26	4	-	XII TAC		D Day	DELTA	
250	77	40	XII TAC		D + 1	DELTA	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	
11.	439th Signal Construction Bn	79	26	20	XII TAC	As advised by AAFSC/MTO	D + 1	DELTA	
12.	582nd Signal A.W.Bn. 593rd Signal A.W.Bn. 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	239	77	-	XII TAC		D to D + 1	All Beaches as per pre-stowage lists.	48 s... as a...
13.	Intelligence Field Party	11	5	-	MAAF		D + 1	CAMEL	To b... LUAR...
14.	Det QM Co.Serv.Group	15	2	-	XII AFSC		D + 1	CAMEL	
15.	Det.1059th Sig.Co.Serv.Group	15	2	-	XII AFSC		D + 1	CAMEL	
16.	11th Bomb Disposal Squadron	7	4	-	XII AFSC		D + 2	CAMEL	
17.	57th Service Squadron	222	86	148	XII AFSC		D + 2	CAMEL	
18.	1683rd Ord.S & M. Company	80	26	26	XII AFSC		D + 2	CAMEL	
19.	225 Squadron (RAF) 'B' Party	139	20	-	XII TAC		D + 3	ALPHA	
20.	2/33 Squadron (French) 'B' Pty	120	19	20	XII TAC		D + 3	DELTA	
21.	111th Squadron 'B' Party	80	34	-	XII TAC		D + 3	DELTA	
22.	324 Wing (RAF) 'B' Party	596	137	-	XII TAC		D + 3	ALPHA	
23.	304 M.S.S.U. (RAF) Detachment (attached 582nd SAW Bn)	20	6	-	XII TAC		D + 3	CAMEL	

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BIGOT ANVIL/TOP SECRET

	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
Bn	79	26	20	XII TAC	As advised by AAFSC/ATO	D + 1	DELTA	
	239	77	-	XII TAC		D to D + 1	All Beaches as per pre-stowage lists.	48 specialist vehicles on GCI/LST as advised by XII T.A.C.
	11	5	-	MAAF		D + 1	CAMEL	To be called forward via G/Capt. LUARD, C.I.O., M.A.A.F.
	15	2	-	XII AFSC		D + 1	CAMEL	
p	15	2	-	XII AFSC		D + 1	CAMEL	
	7	4	-	XII AFSC		D + 2	CAMEL	
	222	86	148	XII AFSC		D + 2	CAMEL	
	80	26	26	XII AFSC		D + 2	CAMEL	
	139	20	-	XII TAC		D + 3	ALPHA	
Pty	120	19	20	XII TAC		D + 3	DELTA	
	80	34	-	XII TAC		D + 3	DELTA	
	596	137	-	XII TAC		D + 3	ALPHA	
nt	20	6	-	XII TAC		D + 3	CAMEL	

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Priority Number		Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
24.	113 R.S.U. (RAF) 'B' Pty Det 1 (including crane)	30	4	-	XII TAC	as advised by AAFSC/MTO	D + 3	ALPHA	
25.	Weather Det. 64th Fighter Wing	20	8	-	XII TAC		D + 3	DELTA	
26.	927th Signal Battalion	74	28	40	XII TAC		D + 3	DELTA	
27.	439th Signal Construction Bn.	202	90	80	XII TAC		D + 3	DELTA	
28.	582nd Signal A.W. Bn. 593rd Signal A.W. Bn. 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	558	135	10	XII TAC		D + 3	On all Beaches as per pre-stowage lists.	65 vehicles on GCI/LST as advised by XII TAC.
29.	Pt. to Pt. Radio Teletype (attached XII TAC)	15	9	-	XII TAC		D + 3	DELTA	May not be available.
30.	1st Coy 54th Line Section Air Formation Signals (British) (attached 64th Ftr Wing)	76	36	25	XII TAC		D + 3	DELTA	
31.	Meteorological Unit (RAF) (with 324 Wing)	12	3	-	XII TAC		D + 3	ALPHA	May not be available.
32.	324th Group 'B' Party	339	77	75	XII TAC		D + 5	CAMEL	
33.	125 A.A.P. (RAF) Section No.1	14	4	-	MAAF		D + 5	CAMEL	To be called forward F/Lt Clark, Caserta - Freedom 651 or W/C Case - Freedom 728.

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Priority Number		Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
34.	113 R.S.U. (RAF) 'B' Pty Det 2 (including crane)	14	7	-	XII TAC	as advised by AAFSC/NATO	D + 5	ALPHA	135 ASP to be called forward via S/Ldr PASCELLO, No. 214 Group.
35.	135 A.S.P. (RAF) M.O.P. No.1 (attached 324 Wing)								
36.	582nd Signal A.W.Bn. 593rd Signal A.W.Bn. 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	33	44	-	XII TAC		D + 5	On all beaches as per pre-stowage lists	24 vehicles to be loaded in LST as advised by XII TAC.
37.	1722nd Ord. S & M. Company	80	25	26	XII AFSC		D + 5	CAMEL	
38.	582nd Signal A.W.Bn 593rd Signal A.W.Bn 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	247	74	-	XII TAC		D + 10	On all beaches as per pre-stowage lists.	32 vehicles to be loaded in L.S.T. as advised by XII TAC
39.	329 M.R.U. (RAF)	33	13	-	XII TAC		D + 10		
40.	'X' Ord.Amm.Co.	186	14	13	XII AFSC		D + 10	CAMEL	
41.	'X' QM Truck Co.Detachment	42	22	-	XII AFSC		D + 10	CAMEL	
42.	RAF Embarkation Unit Det.	10	2	-	MAAF		D + 10	CAMEL	
43.	1108th QM Co.Serv.Group	92	4	-	XII AFSC		D + 10	CAMEL	
44.	431st Signal Construction Bn (attached XII TAC)	425	135	80	XII TAC		D + 10	DELTA	

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Priority Number		Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
45.	904th HQ Coy Aviation Engineers	50	35	-	AAFSC	as advised by AAFSC/ATO	D + 15	CAMEL	
46.	H.Q., XII T.A.C. Balance	300	68	50	XII TAC		D + 15	DELTA	
47.	Weather Det. XII T.A.C.	32	12	2	XII TAC		D + 15	DELTA	
48.	H.Q. 64th Fighter Wing Balance	103	39	50	XII TAC		D + 15	DELTA	
49.	135 A.S.P. (RAF) M.O.P. No.2 (attached 324 Wing RAF) 113 R.S.U. (RAF) Balance 'B' Pty	50	41	-	XII TAC		D + 15	ALPHA	135 ASP to be called forward via S/Ldr PASCELLO, No.214 Group
50.	H.Q. Ord.Depot Regiment	39	8	8	XII AFSC		D + 15	DELTA	
51.	'X' Ord.Maint.Co.AF	223	66	-	XII AFSC		D + 15	DELTA	
52.	Ord.Depot Co.Avn.	186	28	16	XII AFSC		D + 15	DELTA	
53.	'X' QM Truck Company Det.	51	53	-	XII AFSC		D + 15	CAMEL	
54.	346th Signal Co.Wing	63	9	-	XII TAC		D + 15	DELTA	
55.	927th Signal Battalion	154	46	-	XII TAC		D + 15	DELTA	
56.	582nd Signal A.W.Bn. 593rd Signal A.W.Bn. 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	212	75	-	XII TAC		D + 15	On all beaches as per pre-stowage lists.	48 vehicles on L.S.T. as advised by XII T.A.C.
57.	Det. XII A.F.S.C.	150	35	-	XII AFSC		D + 15	DELTA	

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Priority Number		Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
58.	Det. 397th Sig.Co.Avn	40	10	-	XII AFSC	as advised by AAFSC/MTO	D + 15	DELTA	
59.	34th A.D.Supply Squadron	131	47	100	XII AFSC		D + 15	DELTA	
60.	RAF Embarkation Unit 'A' Party	30	6	-	MAAF		D + 15	ALPHA	
61.	814th Aviation Engineer Bn) 809th Aviation Engineer Bn Balance)	1140	380	-	AAFEC		D + 20	ALPHA or PORT	
62.	304 M.S.S.U. (RAF) Main Party	38	15	-	XII TAC		D + 20	As advised by XII TAC	
63.	HQ & HQ Sqdn 34th A.D.Group	169	26	54	XII AFSC		D + 20	DELTA	
64.	HQ Sqdn 41st Service Group	162	25	53	XII AFSC		D + 20	CAMEL	
65.	2493rd QM Truck Company	102	107	-	XII AFSC		D + 20	DELTA	
66.	1983rd QM Truck Company	102	107	-	XII AFSC		D + 20	CAMEL	
67.	1658th Ord. S & M. Co.	80	26	26	XII AFSC		D + 20	CAMEL	
68.	434th Q.M.Platoon Depot Gp	22	2	-	XII AFSC		D + 20	DELTA	
69.	Det 1408th QM Depot Platoon	12	2	-	XII AFSC		D + 20	CAMEL	
70.	1127th QM Co.Serv.Group	92	4	50	XII AFSC		D + 20	CAMEL	
71.	1062nd Sig.Co.Serv.Group	100	18	30	XII AFSC		D + 20	CAMEL	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
72.	1997th Eng Platoon AAFC	38	12	-	XII AFSC	as advised by AAFSC/NATO	D + 20	CAMEL	
73.	2nd Med.Supply Platoon	21	3	30	XII AFSC		D + 20	DELTA	
74.	M.A.T.A.F. Rear Signal	42	29	-	MAAF		D + 25	PORT	To be called forward via 113 M.U. (RAF) where vehicles are being overhauled.
75.	582nd Signal A.W.Bn. 593rd Signal A.W.Bn. 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	332	102	80	XII TAC		D + 25	As advised by XII TAC	30 vehicles to be loaded on L.S.T. as advised by XII TAC.
76.	332 M.R.U. (RAF)	34	13	-	XII TAC		D + 25	As advided by XII TAC	
77.	10 M.T.L.R.U. (RAF)	99	51	-	MAAF		D + 25	PORT	
78.	'X' Mobile Field Hospital (RAF) PMO/MAAF	94	31	-	MAAF		D + 25	PORT	To be nominated by and called forward through PMO, M.A.A.F.
79.	RAF Embarkation Unit 'B' Party	22	4	-	MAAF		D + 25	PORT	
80.	'X' Depot Supply Squadron	131	47	100	XII AFSC		D + 25	PORT	
81.	34th A.D.Repair Squadron	350	51	260	XII AFSC		D + 25	PORT	
82.	Dot 1963rd Eng.Depot Platoon	31	4	-	XII AFSC		D + 25	PORT	
83.	328th Fighter Control Sqdn 582nd Signal A.W.Bn 593rd Signal A.W.Bn 82nd Fighter Control Sqdn	593	237	66	XII TAC		D + 35	As advised by XII TAC	45 vehicles to be loaded in LST as advised by XII TAC.

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
84.	904th Air Base Security Bn	413	52	25	XII T.C	as advised by AFSC/ATO	D + 35	PORT	
85.	895th M.P. Company	112	11	11	XII T.C		D + 35	PORT	
86.	Co. 'A' 366th Infantry	193	3	8	XII T.C		D + 35	PORT	
87.	Co. 'B' 366th Infantry	193	3	8	XII T.C		D + 35	PORT	
88.	Hq 'X' Air Depot Group	169	26	54	XII AFSC		D + 35	PORT	
89.	'X' Air Depot Repair Sqdn	350	51	260	XII AFSC		D + 35	PORT	Approximately 200 vehicles and accompanying personnel can be lifted on D + 45 convoy if shipping space proves inadequate on D + 35. XII A.F.S.C. will nominate appropriate units.
90.	'X' Air Depot Supply Squadron	131	47	100	XII AFSC		D + 35	PORT	
91.	'X' QM Truck Company	102	107	-	XII AFSC		D + 35	PORT	
92.	'X' Ord.Ammo.Co	186	14	13	XII AFSC		D + 35	PORT	
93.	'X' Ord.Ammo.Co.	186	14	13	XII AFSC		D + 35	PORT	
94.	'X' Ord.Maint. AF	223	66	-	XII AFSC		D + 35	PORT	
95.	QM Platoon Depot Group	24	3	4	XII AFSC		D + 35	PORT	
96.	Balance HQ XII A.F.S.C.	228	25	34	XII AFSC		D + 35	PORT	
97.	1931st QM Truck Company	102	107	-	XII AFSC		D + 35	PORT	
98.	1626th Ord. S & M.Co.	80	26	26	XII AFSC		D + 35	PORT	
99.	Det 397th Sig.Co.Avn.	132	20	15	XII AFSC		D + 35	PORT	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
100.	1057th M.P.Co.Avn	101	7	6	XII AFSC	as advised by AFSC/ETO	D + 35	PORT	Approximately 200 vehicles and accompanying personnel can be lifted on D + 45 convoy if shipping space proves inadequate on D + 35. XII AFSC will nominate appropriate units.
101.	Med.Disp.Avn.No.154	28	7	7	XII AFSC		D + 35	PORT	
102.	'X' Chemical Coy. Depot	82	10	15	XII AFSC		D + 35	PORT	
103.	'X' Chemical Coy Air Operations	138	30	-	XII AFSC		D + 35	PORT	
104.	'X' Sig.Co.Depot Group	226	33	67	XII AFSC		D + 35	PORT	
105.	'X' Truck Coy. Ordnance	102	107	-	XII AFSC		D + 35	PORT	
106.	HQ Sqdn 319th Service Group	165	26	53	XII AFSC		D + 45	PORT	
107.	1072nd Sig.Co.Serv.Group	100	18	30	XII AFSC		D + 45	PORT	
108.	46th Service Squadron	222	86	148	XII AFSC		D + 45	PORT	
109.	'X' Air Depot Repair Squadron	350	51	200	XII AFSC		D + 45	PORT	
110.	1989th Eng.Platoon IAFC	38	12	-	XII AFSC		D + 45	PORT	
111.	1st Bomb Disposal Squadron	7	4	-	XII AFSC		D + 45	PORT	
112.	HQ & HQ Sqdn 316th Serv.Group	165	26	53	XII AFSC		D + 55	PORT	
113.	91st Service Squadron	222	86	148	XII AFSC		D + 55	PORT	
114.	68th Service Squadron	222	86	148	XII AFSC		D + 55	PORT	
115.	1016th S.Co.Serv.Group	100	18	30	XII AFSC		D + 55	PORT	

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BIGOT NVIL TOP SECRET

Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
116.	1125th QM Co.Serv.Group	92	4	50	XII AFSC	As advised by AFSC/ATO	D + 55	PORT	
117.	1989th Eng.Platoon MAFC	38	12	-	XII AFSC		D + 55	PORT	
118.	1936th QM Truck Company	102	107	-	XII AFSC		D + 55	PORT	

NOTES : 1. Following signal vehicles must NOT be loaded on M/T ships :

D	D+3	D+5	D+10	D+15	D+25	D+35
48	65	24	32	48	30	45

2. Following vehicles cannot be loaded in L.S.Ts :

113 R.S.U. (RAF) 'B' Pty Det 1 (inc. crane)	1
113 R.S.U. (RAF) 'B' Pty Det 2 (inc. crane)	1
113 R.S.U. (RAF) Bal. 'B' Pty (inc. 2 cranes 1 low loader)	3
135 A.S.P. (RAF) M.O.P. No.1	1
135 A.S.P. (RAF) M.O.P. No.2	1

3. Figures for the 582nd and 593rd A.W. Battalions include Nos. 8035 and 15051 A.M.E.S. (RAF). Three G.C.I./L.S.Ts Nos. 871, 8015 and 14023 will be employed in the operation.

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APPENDIX "B"

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BIGOT-ANVIL
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SHIPMENTS FROM CORSICA

MOVEMENT PLAN

Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembark-ation	Destination Area	Remarks
+ 1.	322 Wing (RAF) 'A' Party	472	112	-	87 F.W.	D - 3	D + 4	++ CAMEL	+ To be loaded in 'Killer' Type LST prior to D + 4.
+ 2.	108 Repair & Salvage Unit (RAF) Det	30	4	-	87 F.W.	"	"	CAMEL	
+ 3.	135 Air Stores Park (RAF) Det.	14	4	-	RAF Group	"	"	CAMEL	++ All units from CORSICA are to be loaded in complete LST loads for the correct beaches as nearly as possible, and Navy informed for routeing.
+ 4.	U.S.Naval Party	64	18	-		"	"		
5.	817th Engineer Aviation Bn	805	250	-	87 F.W.	D Day	D + 5	CAMEL	
6.	27th Group 'A' Party	340	71	50+++	87 F.W.	"	"	CAMEL	+++ No more than 50 tons of loose equipment may be loaded in any one LST.
7.	HQ & HQ Sqdn 332nd S.Group	165	26	53	XII AFSC	"	"	CAMEL	
8.	1110th QM Co. S.Group	92	4	20	XII AFSC	"	"	CAMEL	
9.	1059th Sig.Co.S.Geoup	100	18	30	XII AFSC	"	"	CAMEL	
10.	1991st Eng.Platoon FAFC	30	12	-	XII AFSC	"	"	CAMEL	
11.	Det 874th Sig.Co.Depot	47	10	-	XII AFSC	"	"	CAMEL	
12.	Det 1963rd Eng.Depot Platoon	31	4	-	XII AFSC	"	"	CAMEL	

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Priority Number.	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disemb-arkation	Destination Area	Remarks
13.	Det 1408th QM Depot Platoon	11	2	-	XII AFSC	D Day	D + 5	CAMEL	
14.	1955th QM Truck Company	102	107	-	XII AFSC	"	"	CAMEL	
15.	25 Mobile Field Hospital (RAF) Det.	30	10	-	RAF Group	"	"	CAMEL	
16.	Intelligence Field Party (Br.)	40	3	-	RAF Group	"	"	CAMEL	
17.	One Bomb Disposal Squadron	10	2	-	XII AFSC	"	"	CAMEL	
18.	815th Engineer Aviation Bn	550	170	-	87 F.W.	From D + 4	D + 8 to 9	CAMEL	
19.	324 Wing (RAF) 'A' Party	606	130	-	87 F.W.	"	"	ALPHA	
20.	225 Squadron (RAF) 'A' Party	109	20	-	87 F.W.	"	"	CAMEL	
21.	111th Squadron 'A' Party	156	34	35	87 F.W.	"	"	DELTA	
22.	322 Wing (RAF) 'B' Party	450	93	-	87 F.W.	"	"	CAMEL	
23.	2/33 Squadron (French) 'A' Party	120	25	20	87 F.W.	"	"	DELTA	
24.	23 PR Squadron 'A' Party	86	13	10	87 F.W.	"	"	DELTA	
25.	113 Repair & Salvage Unit (RAF) Det.	50	12	-	87 F.W.	"	"	CAMEL	
26.	108 Repair & Salvage Unit (RAF) 'A'Pty	60	32	-	87 F.W.	"	"	CAMEL	
27.	135 Air Stores Park (RAF) 'A' Pty	89	58	-	RAF Group	"	"	CAMEL	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
28.	Air Formation Signals (Br.)	4	2	-	RAF Group	From D + 4	D + 8 to 9	CAMEL	
29.	1st Service Squadron	222	86	148	XII AFSC	"	"	CAMEL	
30.	1952nd QM Truck Company	102	107	-	XII AFSC	"	"	CAMEL	
31.	1697th Ord. S & M. Company	80	26	26	XII AFSC	"	"	CAMEL	
32.	57th Bomb Disposal Squadron	7	4	-	XII AFSC	"	"	CAMEL	
33.	815th Engineer Aviation Bn	200	80	-	87 F.W.	From D + 7	D +12 to 13	CAMEL	
34.	27th Group 'B' Party	528	131	50	87 F.W.	"	"	CAMEL	
35.	324th Group 'A' Party	568	132	134	87 F.W.	"	"	CAMEL	
36.	Intelligence Field Party (Br.)	70	12	-	RAF Group	"	"	CAMEL	
37.	16th Service Squadron	222	86	148	XII AFSC	"	"	CAMEL	
38.	HQ Sqdn 19th Service Group	163	26	53	XII AFSC	"	"	DELTA	
39.	2470th QM Truck Company	102	107	-	XII AFSC	"	"	CAMEL	
40.	1661st Ord. S & M. Company	80	24	26	XII AFSC	"	"	CAMEL	
41.	1120th QM Co.Serv.Group	92	4	50	XII AFSC	"	"	DELTA	
42.	1005th Sig.Co.Serv.Group	100	18	30	XII AFSC	"	"	DELTA	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
43.	1998th Eng.Platoon FAFC	38	12	-	XII AFSC	From D + 7	D+12 to 13	DELTA	
44.	Det 874th Sig.Co.Depot	54	10	25	XII AFSC	"	"	DELTA	
45.	3rd Med.Supply Platoon	21	3	30	XII AFSC	"	"	DELTA	
46.	25 Mobile Field Hospital(RAF)Main Pty	64	21	14	RAF Group	"	"	CAMEL	
47.	927th Signal Battalion	253	75	-	87 F.W.	"	"	DELTA	
48.	439th Sig.Construction Bn	156	70	-	87 F.W.	"	"	DELTA	
49.	251 Wing (RAF) 'A' Party	408	102	-	87 F.W.	D + 10	D+15 to 16	DELTA	
50.	57th Group 'A' Party	469	112	50	87 F.W.	"	"	CAMEL	
51.	79th Group 'A' Party	461	112	50	87 F.W.	"	"	CAMEL	
52.	415th Squadron 'A' Party	130	22	25	87 F.W.	"	"	CAMEL	
53.	23 PR Squadron 'B' Party	279	47	62	87 F.W.	"	"	DELTA	
54.	63 Repair & Salvage Unit(RAF)'A'Pty	95	23	-	87 F.W.	"	"	DELTA	
55.	Co.'A' 437th Sig.Cons.Bn MACAF	180	67	15	63 F.W.	"	"	DELTA or PORT	
56.	Intelligence Field Party (Br.)	69	12	-	RAF Group	"	"	CAMEL	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
57.	86th Group 'A' Party	443	102	50	87 F.W.	From D + 14	D+19 to 20	ALPHA or PORT	
58.	4th F.Group (Ir.) 'A' Party	340	84	100	87 F.W.	"	"	ALPHA or PORT	
59.	63 Repair & Salvage Unit(RAF)'B'Pty	96	32	-	87 F.W.	"	"	DELTA or PORT	) Approx.10 vehicles including cranes, low loaders & MOPs will require 2 LCTs. These will be arranged between CG XII TAC & CG 7th Army. Vehicles concerned will be held in the assembly area until craft arrive.
60.	113 Repair & Salvage Unit(RAF)'A'Pty	61	13	-	87 F.W.	"	"	ALPHA	
61.	108 Repair & Salvage Unit(RAF)'B'Pty	20	10	-	87 F.W.	"	"	CAMEL	
62.	135 Air Stores Park (RAF) 'B' Pty	100	59	-	RAF Group	"	"	CAMEL	
63.	Air Formation Signals (Br.)	86	34	-	RAF Group	"	"	CAMEL or PORT	
64.	Sector 'X' [illegible] Party	489	49	85	63 F.W.	"	"	PORT	
65.	16th Depot Supply Squadron	131	47	100	XII AFSC	"	"	DELTA	
66.	Det 67[illegible] Sig.Co.Depot	94	18	40	XII AFSC	"	"	DELTA	
67.	251 Wing (RAF) 'B' Party	386	82	-	87 F.W.	D + 18	D+23 to 24	DELTA or PORT	
68.	79th Group 'B' Party	461	112	50	87 F.W.	"	"	CAMEL or PORT	
69.	57th Group 'B' Party	469	112	50	87 F.W.	"	"	CAMEL or PORT	
70.	415th Squadron 'B' Party	130	23	25	87 F.W.	"	"	CAMEL or PORT	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
71.	47th Group 'A' Party	628	142	75	87 F.W.	From D + 18	D+23 to 24	CAMEL or PORT	
72.	326,327,328(Fr.) 'A' Pty M.A.C.A.F	250	20	30	63 F.W.	"	"	PORT	
73.	108 Repair & Salvage Unit(RAF) Bal.	70	27	-	87 F.W.	"	"	CAMEL or PORT	
74.	Sector 'X' M.A.C.A.F 'B' Party	152	64	-	63 F.W.	"	"	DELTA or PORT	
75.	26th Service Squadron	222	86	48	XII AFSC	"	"	PORT	
76.	1986th QM Truck Company	102	107	-	XII AFSC	"	"	PORT	
77.	1640th Ord.S & M.Company	80	26	26	XII AFSC	"	"	PORT	
78.	86th Group 'B' Party	443	102	50	87 F.W.	D + 20	D+27 to 28	ALPHA or PORT	
79.	4th F.Group (Fr.) 'B' Party	340	94	100	87 F.W.	"	"	ALPHA or PORT	
80.	5th Mapping Squadron 'A' Party	60	20	10	RAF Group	"	"	PORT	
81.	H.Q., M.A.T.A.F. 'A' Party	100	25	-	RAF Group	"	"	PORT	
82.	125 (RAF) M.U. Section No.2	14	4	-	RAF Group	"	"	PORT	
83.	321st Service Squadron	222	86	148	XII AFSC	"	"	PORT	
84.	1971st QM Truck Company	102	107	-	XII AFSC	"	"	PORT	
85.	1683rd Ord.S & M.Company	80	24	26	XII AFSC	"	"	PORT	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
86.	Sector 'X' M.C.A.F 'C' Party	324	99	58	63 F.W.	From D + 20	D+27 to 28	PORT	
87.	303rd Service Squadron	222	86	148	XII AFSC	"	"	PORT	
88.	1920th QM Truck Company	102	107	-	XII AFSC	"	"	PORT	
89.	1651st Ord.S & M.Company	80	26	26	XII AFSC	"	"	PORT	
90.	47th Group 'B' Party	628	143	75	87 F.W.	D + 24	D+31 to 32	PORT	
91.	326,327,328(Fr.)'B' Pty M.C.A.F	400	73	40	63 F.W.	"	"	PORT	
92.	81 [illegible] (FRENCH) M.C.A.F	211	30	50	63 F.W.	"	"	PORT	
93.	Forward Sector Ops	423	102	50	87 F.W.	"	"	PORT	
94.	414th Squadron M.C.A.F	314	27	25	63 F.W.	D + 28	D+35 to 36	PORT	
95.	87th Fighter Wing	269	32	34	87 F.W.	"	"	PORT	
96.	343rd Sig.Co Wing	89	14	10	87 F.W.	"	"	PORT	
97.	HQ Sqdn 320th Service Group	165	26	53	XII AFSC	"	"	PORT	
98.	1113th QM Co.Serv.Group	92	4	50	XII AFSC	"	"	PORT	
99.	1065th Sig.Co S.Group	100	18	30	XII AFSC	"	"	PORT	
100.	H.Q., M.A.T.A.F. 'B' Party	980	250	-	M.T.A.F	D + 32	D+36	PORT	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
	MOVE OF BOMB GROUPS								
101.	340th Bomb Group 'A' Party	500	113	134	57 B.W.				To be moved as soon as tactical situation requires. Shipping to be arranged by M.A.A.F.
102.	324th Service Squadron	222	86	148	XII AFSC				
103.	2035th QM Truck Company	102	107	-	XII AFSC				
104.	1666th S. & M. Company	80	24	26	XII AFSC				It is not intended to move 57 Bomb Wing to assault area until move in Appendix 'C' from SARDINIA has been completed, unless tactical situation requires. Movement of 'A' and 'B' parties of Bomb Groups must be separated by 10 days.
105.	340th Bomb Group 'B' Party	500	107	110	57 B.W.				
106.	321st Bomb Group 'A' Party	500	67	65	57 B.W.				
107.	310th Bomb Group 'A' Party	500	113	134	57 B.W.				
108.	57th Bomb Wing H.Q.	172	33	60	57 B.W.				
109.	313th Signal Co. Wing	89	14	30	57 B.W.				Figures for 57th and 42nd Bomb Wings and Service Troops are subject to revision prior to provision of shipping by H.Q. M.A.A.F. Amendments as necessary will be called for from Bomb Wings and XII AFSC.
110.	346th Service Squadron	222	86	148	XII AFSC				
111.	2036th QM Truck Company	102	107	-	XII AFSC				
112.	1624th Ord. S. & M. Company	80	24	26	XII AFSC				
113.	HQ & HQ Sqdn 3rd Service Group	165	26	53	XII AFSC				
114.	341st Service Squadron	222	86	148	XII AFSC				

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
115.	1991st QM Truck Company	102	107	-	XII AFSC				
116.	1633rd Ord. S & M. Company	80	24	26	XII AFSC				
117.	1122nd QM Co.Serv.Group	92	4	20	XII AFSC				
118.	1021st Sig.Co.Serv.Group	100	18	30	XII AFSC				
119.	1995th Eng Platoon FAFC	38	14	-	XII AFSC				
120.	321st Bomb Group 'B' Party	700	112	260	57 B.W.				
121.	310th Bomb Group 'B' Party	700	112	260	57 B.W.				
122.	319th Bomb Group 'A' Party	500	113	100	42 B.W.				
123.	320th Bomb Group 'A' Party	500	113	100	42 B.W.				
124.	17th Bomb Group 'A' Party	500	113	100	42 B.W.				
125.	31st Bomb Group 'A' Party	500	113	100	42 B.W.				
126.	1965th Eng.Platoon FAFC	38	14	-	XII AFSC				
127.	59th Bomb Disposal Squadron	10	2	-	XII AFSC				
128.	306th Service Group	165	26	53	XII AFSC				
129.	1146th QM Co.Serv.Group	92	4	20	XII AFSC				
130.	1068th Sig.Co.Serv.Group	100	18	30	XII AFSC				

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
131.	HQ & HQ Sqdn 310th Serv. Group	165	26	53	XII AFSC				
132.	431st QM Platoon A.D.G.	22	2	-	XII AFSC				
133.	1057th Sig. Co. Serv. Group	100	18	30	XII AFSC				
134.	1644th Ord. S. & M. Company	80	24	26	XII AFSC				
135.	1993rd Eng. Platoon F.FC	38	14	-	XII AFSC				
136.	7th Med. Supply Platoon	21	3	30	XII AFSC				
137.	Hq 910th Air Base Security Bn	387	41	10	42 B.W.				
138.	981st M.P. Company Avn.	104	14	8	42 B.W.				
139.	1972nd QM Truck Company	102	107	-	XII AFSC				
140.	304th Service Squadron	222	86	148	XII AFSC				
141.	345th Service Squadron	222	86	148	XII AFSC				
142.	1111th QM Co. Serv. Group	92	4	20	XII AFSC				
143.	51st Service Squadron	222	86	148	XII AFSC				
144.	1667th Ord. S & M. Company	80	24	26	XII AFSC				
145.	2008th QM Co Truck	102	107	-	XII AFSC				

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
146.	42nd Bomb Wing	172	33	60	42 B.W.				
147.	324th Sig.Co.Wing	89	14	30	42 B.W.				
148.	319th Bomb Group 'B' Party	700	112	260	42 B.W.				
149.	320th Bomb Group 'B' Party	700	112	260	42 B.W.				
150.	17th Bomb Group 'B' Party	700	112	260	42 B.W.				
151.	31st Bomb Group 'B' Party	700	112	260	42 B.W.				

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APPENDIX "D"

MOVEMENT PLAN

SUPPLY REQUIREMENTS UP TO D ≠ 25

AMMO REQUIREMENTS

CONVOY	CAMEL USAAF	CAMEL RAF	ALPHA USAAF	ALPHA RAF	DELTA USAAF	DELTA RAF	TOTAL USAAF	TOTAL RAF
D	517.7	40.5	-	40.5	4.3	-	522.0	81.0
D ≠ 5	499.4	49.0	-	98.5	4.6	-	504.0	147.5
D ≠ 10	1238.7	55.5	-	111.0	250.8	-	1489.5	166.5
D ≠ 15	1255.4	73.0	-	146.0	774.6	-	2030.0	219.0
D ≠ 20	1208.5	62.0	-	123.5	512.5	-	1721.0	185.5
D ≠ 25	1125.5	35.5	-	112.5	389.0	-	1514.0	150.0

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CONVOY	CAMEL Gas(ton)	CAMEL Oil	ALPHA Gas(ton)	ALPHA Oil	DELTA Gas(ton)	DELTA Oil	TOTAL Gas(ton)	TOTAL Oil
D	780	17	330	13	165	8	1275	38
D ≠ 5	1149	30	250	10	220	10	1619	50
D ≠ 10	1480	40	250	10	385	15	2115	65
D ≠ 15	2934	68	250	10	1350	52	4537	130
D ≠ 20	2648	71	280	10	1500	45	4428	126
D ≠ 25	2343	59	200	6	900	28	3443	93

OXYGEN AND ACETYLENE

CONVOY	CAMEL	ALPHA	DELTA	TOTAL
D	4 (tons) ≠	- (tons) ≠	1 (tons) ≠	5 (tons) ≠
D ≠ 5	7	-	1	8
D ≠ 10	7	-	1	8
D ≠ 15	4	-	4	8
D ≠ 20	7	-	3	10
D ≠ 25	3	-	5	8

≠ 10 cyclinders equals 1 ton.

LONG RANGE TANKS

CONVOY	CAMEL	ALPHA	DELTA
D ≠ 20	150 P-47 tanks 100 gall.	0	25 P-38 tanks 165 gall.
D ≠ 25	150 P-47 tanks 100 gall.	0	25 P-38 tanks 165 gall.
D ≠ 20	66 Spitfire 30 gall.	34 Spitfire 30 gall.	
D ≠ 25	33 Spitfire 45 gall.	17 Spitfire 45 gall.	

ENGINEER SUPPLIES

CONVOY		
D ≠ 20	PORT	143 tons

TECHNICAL SUPPLIES

CONVOY		
D ≠ 25	PORT	337 tons

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Date Init.

HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

5 August 1944

OPERATION "PREFACE"

1. On 7 August between 0730 and 1300 hours a practise exercise will take place in the vicinity SALERNO-CAMEROTA in which Navy surface vessels, Navy Carrier Task Force and the XII Tactical Air Command will participate. The purpose of the exercise is to test communications for Operation "DRAGOON".

2. Prior to commencing the actual exercise Troop Carrier will run a simulated drop mission, (simulating drop) in the vicinity of ALBANELLA. The purpose of this mission is to acquaint the pilots with the use of beacon ships for navigating to the drop area. The mission will be run during the hours of darkness.

3. The exercise will be primarily a Navy exercise as the XII TAC is required to maintain operations against the enemy in Italy. However, every type mission to be employed in "ANVIL" will be covered.

4. XII TAC Forces to be employed:

a. 6 Spitfires

b. 24 P-47's

c. 6 P-51's

d. 4 Beaufighters

e. 4 Hellcats

f. For other forces see APPENDIX "A".

5. Allocation of Forces.

a. 6 Spitfires AO #1

(1) High cover (0530 - 0600)
(2) Area Salerno - Capri - point 20 miles due south of Capri.
(3) Call Sign - "Hotshot".

b. 20 P-47's - Simulated dive-bomber missions

(1) AO #2 - Camerota, T-170595 - TOT 0700

(a) Callsign - "Apple sauce".

(2) AO #3 - Licusati, T-160628 - TOT 0730

(a) Callsign - "Morphine".

(3) AO #4 - Centola, T-119637 - TOT 0800

(a) Callsign - "Hogtied".

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(4) AO #5 - Severino, T-150660 - TOT 0830

(a) Callsign - "Leap year".

(5) AO #6 - Pineapple Mission (In area 0830-0900)

(a) Callsign - "Greyhound".

(b) Alternate Target - Roccagloriosa, T-218686.

c. 6 P-51's - Tac/R and Spotting.

(1) 2 P-51's - Tac/R Mission AO #7

(a) Call sign - "Mickey Finn".

(b) Perform normal Tac/R (0800-0830)

(c) Perform Pineapple Mission (0830-0900)

(2) 2 P-51's - Spotting Mission AO #8 (1030-completion)

(a) A/C call sign - "Trojan Red".

(b) Ship call sign "Delta 10".

(c) Pilots of 111th Squadron.

(3) 2 P-51's - Spotting mission AO #9 (1030-completion)

(a) A/C call sign - "Trojan Green".

(b) Ship call sign - "Delta 11"

(c) Navy pilots attached to 111th Squadron.

d. 4 Beaufighters and 4 Hellcats.

(1) AO #10 (0900-1100) to be controlled by Fighter Director Ship.

(a) 2 Beaus and 2 Hellcats.

(b) Call sign "Insurance" ([redacted])

(2) AO #10 (1100-1300) to be controlled by the Augusta and Philadelphia.

(a) 2 Beaus and 2 Hellcats

(b) Call sign "Insurance" ([redacted])

e. 4 P-47's will simulate attack against fighter cover over convoy at 0900 hours.

6. Frequencies used will be the same as those for Operation "DRAGOON".

7. There will be no simulated attacks made on Navy vessels. All ships have been instructed to fire upon any aircraft committing an hostile act.

For the Commanding General:

Dorr E. Newton Jr.

DORR E. NEWTON JR.,
Colonel, G. S. C.,
AC of S, A-3.

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XII TACTICAL AIR COMMAND

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Operations Order No. 1

Operation--------ANVIL

7371-27A

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D. The following changes will be made in ANNEX NO. 16 to Operations Order No. 1, "SPECIAL OPERATIONS INSTRUCTIONS":

1. Paragraph 7 a, add the following sentence, "In addition to Troop Carrier aircraft there are some Hellcat Naval fighters which operated in the UK also marked with black and white stripes".

2. Paragraph 11 b, change the sentence which begins "Any bombing inside the BSL will be on pre-arranged targets only", to read; "Any bombing inside the "Armed Recce" line will be on pre-arranged targets only".

3. Add paragraph 17 as follows: "All Fighter-bombers will report by flash mission report, any targets of importance observed in enemy territory. Reports will be made on Channel "B" to the Headquarters Ship (USS CATOCTIN), Call sign "Boxcar".

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA.
Deputy Commander.

OFFICIAL:

DORR E. NEWTON JR
Colonel, G. S. C.
AC of S, A-3

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BY AUTH: CG XII TAC:
INITIALS
8 August 1944

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

8 August 1944

SUBJECT: Amendment to Operations Order No. 1, "ANVIL".

TO : See Distribution.

1. The following Amendments are made to Operations Order No. 1, this Headquarters, dated 28 July 1944.

a. Delete throughout Operations Order No. 1 and its ANNEXES, APPENDICIES, and AMENDMENTS the word "ANVIL", and substitute in its place the word "DRAGOON".

b. In Operations Order No. 1, SECTION II, paragraph 4, c, (2); lines one and five, substitute for the name "Admiral BISSET", Admiral TROUBRIDGE.

c. The following changes will be made to ANNEX No. 10 to Operations Order No. 1, "PLAN FOR OPERATION YOKUM":

(1) SECTION II, paragraph 1, PHASE II, change location in AO-36 from "U-443107" to read "U-448107".

(2) SECTION II, paragraph 4, PHASE IV; change AO-50 to read as follows: "AO-50; Target, Strong Point; Location U-549315; Description, Strong Point; Missions, 1; Type A/C, 4 F/B; T.O.T. 0705; Bomb Load, 2 x 1000".

(3) SECTION II, paragraph 4, PHASE IV; change AO-52 to read as follows: "AO-52; Target, Strong Point; Location, U-515219; Description, Strong Point; Missions 1; Type A/C, 4 F/B; T.O.T. 0730; Bomb Load, 2 x 1000".

(4) SECTION II, paragraph 5 b, PHASE V; change the following strong point coordinates, numbered as indicated:

	OLD COORDINATE	NEW COORDINATE
2.	U-510220	U-440076
3.	U-510233	U-528252
5.	U-531252	U-522250
11.	S-276543	U-519144
12.	U-412052	U-411060

Balance of strong points remain as indicated.

(5) SECTION II, paragraph B, 3, so much as reads "16 A/C on patrol to relieve the above 16 of para. 2, 8 on each patrol area" will be amended to read; "16 A/C on patrol to relieve the above 16 of para. B, 2 on each patrol area".

(6) SECTION II, paragraph F, change words "CAPE BOGRI" line 1, to read "CAPE NEGRE".

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A-5	17
Signal	18 19
Historian	20-21
87th Fighter Wing	22-109 (6 Wing Hq., 6 per Gp; 2 per Sqdn.)
64th Fighter Wing	110-117
MAAF	118-121
MATAF	122-125
MACAF	126-130
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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

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28 July 1944

OPERATIONS ORDER)
:
NUMBER 1)

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I INFORMATION

1. General.

a. This Order deals with Operation "ANVIL". Operation "ANVIL" involves a joint air and amphibious operation to be launched against Southern France in the area FREJUS - ST TROPEZ, by assault of three beach areas: GOLFE DE FREJUS (CAMEL), ST TROPEZ - ST MAXIME (DELTA), and CAVALAIRE BAY (ALPHA). The object of the operation is to capture TOULON and MARSEILLE and exploit toward LYON and VICHY. At the same time, the operation will contain the maximum number of enemy forces in Southern France, thus aiding the Normandy operation.

b. Offensive operations conducted by the Allied Armies in Italy continue. These operations are supported by Desert Air Force under direction of Commanding General, MATAF.

c. The air offensive against Germany conducted by MASAF continues.

2. Friendly Forces.

a. Seventh Army, initially from Headquarters aboard the USS "CATOCTIN" and later from a command post on the mainland, directs ground operations. The principal ground forces participating are the French and American Divisions of the VI CORPS and a provisional airborne division. See (ANNEX No. 1, Army Outline Plan).

b. A Naval Task Force, from Headquarters aboard the "USS CATOCTIN", transports the force, protects the assault ashore, and supports the military forces in the initial phases. (See ANNEX No. 2, Naval Outline Plan).

c. An aircraft Carrier Force (Carrier Task Force No. 88), consisting of nine aircraft carriers, divided into two groups, supports the operation from "D" Day until about D plus 6. This force operates approximately 200 fighter aircraft (Hellcats and Seafires). In addition to providing fighter cover for the security of the carriers, this force makes air effort available to XII TAC to:

(1) Augument fighter cover and/or ground straffing forces.

(2) Provide an R.P. equipped fighter force.

(3) Provide a fighter-bomber force.

(4) Assist in meeting commitments for gunfire spotting (Army and Navy Arty/R).

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(5) Provide a number of Tac/R missions.

(See ANNEX No. 3 Carrier Task Force #88 - Air Effort)

d. 63rd Fighter Wing of MACAF, with Headquarters in BASTIA, CORSICA, provides local air defense of CORSICA, protects convoys to a distance of 40 miles from shore in the assault area, provides air/sea rescue facilities, and dispatches all night fighters into the assault area.

e. MATAF, from an advance Headquarters ("MATAF - CORSICA") near BASTIA, supports operation "ANVIL" and the offensive in Italy, and coordinates all air support operations in the two areas.

f. MAAF, from an advance Headquarters in CORSICA, coordinates the supporting air operations with the air offensive against GERMANY and other air commitments of the Mediterranean Theater.

3. Enemy Forces.

(See ANNEX No. 4 - Intelligence Summary).

II - ORGANIZATION.

1. Command.

a. The Commanding General, XII Tactical Air Command has been designated Air Task Force Commander for Operation "ANVIL". Under the direction of Commanding General, MATAF, he is charged with detailed air planing for the operation, and with the operation of the Air Forces placed under his command or operational control, in support of the ground and Naval forces involved.

b. The area of direct responsibility of the Commanding General, XII Tactical Air Command is bounded on the West by the RHONE RIVER, on the North by the ISERE RIVER, and on the East by the Western watershed of the ALPS. All plans and operations in this area will be executed by Commanding General, XII Tactical Air Command, or coordinated with him prior to execution.

c. The Commanding General, MATAF, is responsible for detailed planning for direct support operations outside the area described in b. above, and for the operation of the Air Forces directly under his command or operational control in support of Operation "ANVIL". He is charged with responsibility of coordinating the support operations in the "ANVIL" area and those in Italy. He is specifically charged with responsibility for Troop Carrier planning and operations in connection with operation "ANVIL".

2. Air Task Force Headquarters.

a. "XII TAC ADVANCE". The Command Post of the Air Task Force will be the advance echelon of the Headquarters, XII Tactical Air Command, initially aboard the Amphibious Flagship ("USS CATOCTIN") and later established on the mainland. This establishment is designated "XII TAC ADVANCE".

b. Stand-by "XII TAC ADVANCE". The Deputy Commander, XII Tactical Air Command is the Deputy Air Task Force Commander for Operation "ANVIL". With a small operational staff, he will be aboard the "USS AUGUSTA", monitoring operations, and prepared to take-over in the event the Amphibious Flagship for any reason cannot function. This is a "Stand-by" organization and performs no command function so long as the Amphibious Flagship is present and functioning. When it takes over, it becomes "XII TAC ADVANCE".

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c "XII TAC OPS"

(1) The Commanding Officer, 87th Fighter Wing, with headquarters near BASTIA, has been assigned additional duty as Chief of Staff, XII Tactical Air Command and, as such, operates a section of XII Tactical Air Command Headquarters, designated "XII TAC OPS".

(2) As Commanding Officer of the 87th Wing he commands those units assigned to 87th Wing. As Chief of Staff, XII TAC, he is charged with the operation and supply of all other bomber, fighter/bomber, fighter and Tac/R units assigned to, or under operational control of XII TAC, based in CORSICA. Thus he is the direct link between the Commanding General XII TAC and all XII TAC units based in CORSICA, and is the representative of the Air Task Force Commander in CORSICA.

(3) The Chief of Staff, XII TAC, and Commanding Officer, 87th Wing, is responsible for executing the directives and orders of the Commanding General, XII TAC with respect to all XII TAC units in CORSICA, and for representing the Commanding General, XII TAC in CORSICA.

(4) XII TAC (REAR) remains in NAPLES area, and moves to mainland about D plus 15.

3. 64th Fighter Wing.

a The Commanding General, 64th Fighter Wing is designated Air Defense Commander for Operation "ANVIL". Under the direction of the Air Task Force Commander, the Commanding General, 64th Wing is responsible for the deployment and operation of all air defense means assigned to him or under his operational control. He is responsible for coordination of all air defense means to provide the most effective and unified air defense system possible with the means available.

b The Commanding General, 64th Wing, from a headquarters aboard a Fighter Director Ship (with stand-by headquarters aboard an alternate Fighter Director Ship) will provide air defense of the assault area to a distance of 40 miles seaward.

c As soon as practicable, Commanding General, 64th Wing, will establish a "Forward Ops" ashore. This "Forward Ops" will initially operate aircraft dispatched to it from CORSICA or from Aircraft Carriers. As soon as landing strips are established ashore, fighter units will come under complete operational control of the Commanding Officer, "Forward Ops".

d. As soon as the situation permits, Headquarters 64th Wing will establish a headquarters ashore and, when it is fully operational, operate therefrom so as to release the Fighter Director Ships.

e The "USS CATOCTIN" is the second alternate Fighter Director Ship, and will take over 64th Wing functions only in the remote event that the principal and alternate Fighter Director Ships are both non-operational.

f For details of Air Defense Plan see ANNEX No. 6 - "DIRECTIVE FOR AIR DEFENSE", and ANNEX No. 7 - "CONTROL OF AIRCRAFT AND AA DEFENSE IN AMPHIBIOUS OPERATIONS NOW BEING PLANNED".

4. Organization of the Air Task Force.

a The Air Task Force may be divided into two main categories:

(1) Units under command or operational control of the Air Task Force Commander.

(2) Other air units within the Theater and supporting the operation at the request of the Air Task Force Commander. This category embraces units assigned to MAAF, MASAF, and certain units assigned to and operated directly by MATAF.

b. Units in category (1) above, may be grouped as follows:

(1) XII TAC units based in CORSICA.

(2) Two carrier formations, each operating as a task force.

(3) XII TAC units based on the mainland (as airfields become available).

c. The groupments listed in subparagraph b. above, will be considered to be subordinate air task forces, and will be dealt with accordingly. The Commanders of these subordinate air task forces are:

(1) Colonel DARCY (Commanding Officer, 87th Wing and Chief of Staff, XII TAC) for XII TAC units based in CORSICA.

(2) Admiral BISSET (RN), for one aircraft carrier air task force, and Admiral DURGIN (USN) for the other aircraft carrier air task force. (The carrier force, from a NAVAL point of view, is one task force under command of Admiral BISSET).

(3) Colonel McNOWN (Commanding Officer, "Forward Ops") initially, for units based on mainland until establishment of Headquarters, XII TAC ADVANCE ashore.

III. UNITS AVAILABLE

1. Combat units, based in CORSICA, under command or operational control, and directly available to the Air Task Force Commander throughout operation "ANVIL":

a. 4th Group (Fighter) (FR)	3 Sqdns.	P-47
b. 27th Group (Fighter)	3 Sqdns.	P-47
c. 57th Group (Fighter)	3 Sqdns.	P-47
d. 79th Group (Fighter)	3 Sqdns.	P-47
e. 86th Group (Fighter)	3 Sqdns.	P-47
f. 324th Group (Fighter)	3 Sqdns.	P-47
g. 251 Wing (Fighter) (RAF)	3 Sqdns.	Spits
h. 322 Wing (Fighter) (RAF)	4 Sqdns.	Spits
i. 324 Wing (Fighter) (RAF)	4 Sqdns.	Spits
j. 47th Group (Bomb)	4 Sqdns.	A-20 (Part Nite Intruders)
k. 415th Squadron	1 Sqdn.	Beaus
l. 2/33 Sq. (Tac/R) (FR)	1 Sqdn.	Spits
m. 111 Squadron (Tac/R)	1 Sqdn.	P-51
n. 225 Squadron (Tac/R) (RAF)	1 Sqdn.	Spits
o. 23rd P.R.U.	1 Sqdn.	P-38

2. Combat units, assigned to the Fifteenth Air Force, based in CORSICA, and under operational control of the Air Task Force Commander during the initial phases of Operation "ANVIL":

a. 1st Group (Fighter)	3 Sqdns.	P-38
b. 14th Group (Fighter)	3 Sqdns.	P-38

3. Carrier-based aircraft under operational control of the Air Task Force Commander during the initial phases of operation "ANVIL", from "D" Day to about "D" plus 6:

	Approximately	
a	16	R.P. Fighters
b	24	Fighter/Bombers
c	20	Fighters
d	12	Tac/R

4. Medium bombers, based in SARDINIA and CORSICA, and night intruders based in ITALY, assigned to M.A.T.A.F., are available when required, at the request of the Air Task Force Commander on approval of Commanding General, M.A.T.A.F.

5. Heavy bombers of M.A.S.A.F., based in ITALY are available for "D-1" and "D" Day in accordance with approved plans, and thereafter in emergency, when requested by the Air Task Force Commander, and approved by Commanding General, M.A.T.A.F. and Commanding General, M.A.A.F.

6. For deployment of air units in CORSICA, See Annex No. 5 - "Airfield Plan - ANVIL"

IV - MISSION.

1. Air Force Missions. The general missions of the Air Forces in Operation "ANVIL" are:

a To neutralize the enemy air forces on the ground and in the air.

b To disrupt enemy communications, and retard the movement of enemy reserves, both strategic and tactical, into the assault area.

c To attack selected specific defense installations in the assault area.

d To destroy submarine pens and sink prepared block ships in TOULON harbor.

e To provide air cover over the assault area and shipping within 40 miles of it.

f To provide close air support to the ground forces taking part in the operation.

V. OPERATIONS.

1. Categories of Air Operations.

a The air operations for Operation "ANVIL" have been broken down into several categories for the preparation of detailed plans, directives and orders. These categories are:

(1) Offensive Air Operations.
(2) Air Defense Operations.
(3) Air-Sea Rescue Operations.
(4) Tac/R, Arty R and Naval Gunfire Spotting.
(5) Troop Carrier Operations.

b. Each of the foregoing categories is the subject of a separate, detailed plan included as an ANNEX to this Order, with the exception of "Offensive Air Operations" which has been broken down into separate detailed plans corresponding to clearly defined time-phases.

2. Offensive Air Operations.

a. The overall plan for air offensive operations in support of Operation "ANVIL" is Bombing Directive - Operation "ANVIL", (See ANNEX No. 8, Bombing Directive Operation "ANVIL"). Within this general framework, detailed plans for air support in each of three time-phases have been prepared as follows:

CODE NAME OF OPERATION	TIME	GENERAL PURPOSE	REFERENCE
"NUTMEG"	Prior to "D" Day	Cover Plan	Annex No. 9
"YOKUM"	"D" Day - until "H" hour	Pre-assault Bombing Plan	Annex No. 10
"DUCROT"	After "H" hour - "D" Day	Plans for Air Support of Seventh Army	Annex No. 11

b. In addition to the foregoing operations, the detailed plans for which are ANNEXES to this Order, higher authority is planning and directing the following offensive air operations directly affecting Operation "ANVIL"

(1) Counter-air force operations against enemy air forces in the PO VALLEY and the MARSEILLE areas.

(2) A system of offensive air operations in implementation of the "Radar Counter Measure" plan.

(3) Offensive air operation against lines of communication outside the area: RHONE RIVER-ISERE RIVER-WESTERN WATERSHED OF THE ALPS-THE MEDITERRANEAN COAST.

(4) The air offensive against GERMANY.

3. Air Defense Operations.

a. Fighter Operations.

(1) Constant fighter patrols of the assault area will be maintained by day fighter aircraft from first to last light daily. Night fighters will be on constant patrol in the assault area from last light to first light.

(2) Fighter escort will be provided Medium Bombers of MATAF and troop carrier aircraft during hours of daylight, unless specifically charged to some other Command.

(3) Fighter sweeps and area cover will be provided as the situation demands and availability of fighter aircraft permits.

(4) See ANNEX No. 6 - "AIR DEFENSE OPERATIONS" for details.

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b. Antiaircraft Artillery.

(1) Special rules for control of aircraft and antiaircraft artillery - both Naval and Army - have been established by AFHQ for Operation "ANVIL". It is essential that all air force operating personnel involved in direction or execution of air operations for "ANVIL" are thoroughly familiar with these Special rules.

(2) See ANNEX No. 7 "Control of Aircraft and AA Defense in Amphibious Operations Now Being Planned", for details.

4. Air-Sea Rescue Operations.

a. Initially, and until XII TAC "Forward Ops" of 64th Fighter Wing is firmly established ashore, MACAF is responsible for overall air-sea rescue in the entire "ANVIL" area. The air-sea rescue communication facilities of the Fighter Director Ship will be used:

(1) As an element of the overall MACAF air-sea rescue system and-

(2) To effect local air-sea rescue with launches available to the Fighter Director Ship within a radius of 15 miles therefrom.

b. When "Forward Ops" of 64th Fighter Wing is established on the mainland, air-sea rescue aircraft and launches will be made available to it. At this time XII TAC becomes responsible for air-sea rescue in an area bounded by the shores occupied by friendly forces and a line 40 miles seaward of that shore.

c. See ANNEX No. 12, "Air-Sea Rescue Operations" for details.

5. Tac/R, Arty/R and Naval Gunfire Spotting.

a. Beginning "D" Day, reconnaissance aircraft (Fighters) of XII TAC and Carrier Task Force #88 will conduct Naval spotting and artillery adjustment missions in the assault area, and Tac/R missions in direct support of the assault.

b. During the pre-assault bombing period, immediately preceeding "H" Hour on "D" Day Naval gunfire will be directed against selected targets in accordance with a carefully worked-out fire schedule. To be effective this fire must be adjusted by direct observation or by aircraft. Fighters, fighter-bombers, Medium bombers and Heavy bombers will be in the area at the same time and, on occasions, attacking targets being fired on by Naval guns. All concerned will exercise the greatest care to avoid interferring with aircraft actually adjusting Naval gunfire during this period.

c. See ANNEX No. 13, "Air Reconnaissance and Spotting", for details.

6. Troop Carrier Operations.

a. A paratroop drop of approximately one division is being made just before daylight in the early morning of "D" day. This is to be followed later in the morning by a daylight paratroop and glider drop. A re-supply Troop Carrier operation is planned for the late afternoon of "D" day. Other re-supply missions may be scheduled later.

b. Paratroop drops in an area outside the assault area are currently under consideration. If undertaken, they may occur any time after "D plus 2".

c. See ANNEX No. 14, "Troop Carrier Operations".

7. Miscellaneous.

a. The Army Air Support Control organization is divided between the Amphibious Flagship ("USS CATOCTIN") and the alternate Army Headquarters Ship ("USS HENRICO"), with a small party aboard the alternate Naval and Air Headquarters Ship ("USS AUGUSTA") to provide liaison with the alternate Army Headquarters Ship.

b. Liaison officers (ALO's) will be with XII TAC units in CORSICA and aboard aircraft carriers. (For details of organization and operation of this system see ANNEX No. 15, "Air Support Control".)

c. To insure the most effective close support of SEVENTH ARMY when established ashore, the operational system "RELAY" will be instituted by CG, XII TAC, when required. (See ANNEX No. 16, "Special Operations Instructions - "ANVIL").

d. To interdict and destroy hostile motor and other fleeting targets, operational system "PINEAPPLE" will be instituted by CG, XII TAC when applicable. (See ANNEX No. 16, "Special Operations Instructions "ANVIL").

e. "Forward fighter controls" will be established as soon as possible after the assault, and will become operational on order of CG, XII TAC. (See ANNEX No. 16 "Special Operations Instructions "ANVIL").

f. Special lanes and routes have been prescribed for all aircraft involved in Operation "ANVIL" or operating in the vicinity of the assault area. These lanes and routes will be thoroughly understood and rigidly observed by all operators and flying personnel. (See ANNEX No. 16, "Special Operations Instructions - "ANVIL").

g. The importance of the utmost strictness in radio discipline throughout this operation cannot be over emphasized. Each unit commander is held strictly accountable to the Air Task Force Commander for the rigid compliance with established rules of radio discipline by personnel of his unit. "When in doubt SHUT UP!".

h. Air Staff procedures as established in Annex No. 17, "Air Support Staff Procedure Aboard Amphibious Flagships", will be followed.

VI - ADMINISTRATION.

(See Annex No. 18, "Administrative Instructions).

VII - SIGNAL OPERATING INSTRUCTIONS.

(See Annex No. 19, "Signal Plan")

Gordon Saville
GORDON P. SAVILLE
Brigadier General, USA
Commanding.

OFFICIAL:

Dorr E. Newton
DORR E. NEWTON JR.
Colonel, G. S. C.,
AC of S, A-3.

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

1 August 1944

LIST OF ANNEXES TO OPERATIONS ORDER NO 1

ANNEX NO.	TITLE
1.	ARMY OUTLINE PLAN
2.	NAVY OUTLINE PLAN
3.	CTF NO. 88 - SCALE OF EFFORT
4.	INTELLIGENCE SUMMARY
5.	AIRFIELD PLAN - ANVIL
6.	DIRECTIVE FOR AIR DEFENSE
7.	CONTROL OF AIRCRAFT AND AA DEFENSE IN AMPHIBIOUS OPERATIONS NOW BEING PLANNED
8.	MAAF BOMBING PLAN
9.	PLAN FOR OPERATION NUTMEG (To be published later)
10.	PLAN FOR OPERATION YOKUM
11.	PLAN FOR OPERATION DUCROT (To be published later)
12.	AIR SEA RESCUE
13.	AIR RECONNAISSANCE AND SPOTTING
14.	TROOP CARRIER OPERATIONS
15.	AIR SUPPORT PLAN FOR AIR SUPPORT CONTROL
16.	SPECIAL OPERATIONS INSTRUCTIONS
17.	AIR SUPPORT STAFF PROCEDURE ABOARD AMPHIBIOUS FLAGSHIP
18.	ADMINISTRATIVE INSTRUCTIONS
19.	SIGNAL PLAN

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

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3 August 1944

ANNEX NO. 1
To Operations Order No. 1.

"ARMY OUTLINE PLAN"

Letter, Headquarters, Seventh Army dated 13 July 1944, subject "ANVIL Outline Plan".

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA.
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.
DORR E. NEWTON JR.
Colonel, G. S. C.,
AC of S, A-3.

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AG 370 - C

HEADQUARTERS SEVENTH ARMY
APO 758

13 July 1944

SUBJECT: ANVIL Outline Plan

TO : Distribution below.

1. Final "ANVIL" Outline Plan is transmitted herewith.

2. All tentative "ANVIL" Outline Plans previously issued by this Headquarters, and now in the hands of addressees should be destroyed upon receipt of this communication.

By Command of Major General PATCH:

[signature]
W. G. CALDWELL,
Colonel, A.G.D.,
Adjutant General.

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HEADQUARTERS SEVENTH ARMY
APO 758

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Auth: CG, 7th Army
Initials: [handwritten initials]
Date: 13 July 1944

AG 370 - C 13 July 1944

"ANVIL" OUTLINE PLAN

MAPS: FRANCE, 1/250,000
Sheets 37, 38, 42, 43

I. MISSION
a. To establish a beachhead East of TOULON as a base for the assault and capture of TOULON.
b. Thereafter to capture MARSEILLES and exploit toward LYON and VICHY.

II. SCHEME OF MANEUVER
a. To land a Provisional Airborne Division, prior to H hour, on the high ground North and East of LE MUY and on the high ground North of GRIMAUD.
b. To land the 1st Special Service Force on the Islands of PORT-CROS and LEVANT, and the French Groupe de Commandos in the vicinity of CAPE NEGRE, under cover of darkness on the night of D - 1 / D day.
c. To make a daylight assault on D day at H hour on the beaches from CAPE CAVALAIRE to AGAY, employing the VI US Corps composed of three (3) US infantry divisions, reinforced by one (1) French Armored Combat Command.
d. To advance rapidly inland and secure a beachhead by D ≠ 1 on the Blue line: THEOULE SUR MER - BAGNOLS EN FORET - TRANS EN PROVENCE - LE CANNET DES MAURES - COLLOBRIERES - CAPE DE LEOUBE (see Annex #1).
e. To land a follow-up of the following pre-loaded units of the II French Corps, starting as soon as beaches are cleared:
2 French Infantry Divisions (- 1 RCT)
1st French Armored Division (- 2 Combat Commands)
f. To advance rapidly westward and capture TOULON.
g. To land the remainder of the II French Corps and the entire I French Corps by D ≠ 40.
h. After the capture of TOULON to capture MARSEILLES and exploit North toward LYON and VICHY.

III. PLAN (See Annex #1)
a. RUGBY Force:
(1) Commander: Brigadier General R. T. FREDERICK
(2) Troops: Seventh Army Airborne Division (Provisional) consisting of:
2nd Independent Prcht Brigade (Br)
517th Prcht RCT (US)
509th Prcht Bn (US)
1st Bn, 551st Prcht Regt (US)
550th Inf Bn (Glider) (US)
Supporting Troops
(3) Missions:
(a) To land on the high ground North and East of LE MUY and on the high ground North of GRIMAUD, with the primary mission of preventing the movement of enemy forces into the assault area from the West and Northwest, and with a secondary mission of assaulting enemy defenses from the rear.
(b) RUGBY Force to come under VI (US) Corps control when contacted and to revert to Army reserve on Army order.
b. SITKA Force:
(1) Commander: Colonel Edwin A. Walker
(2) Troops: 1st Special Service Force

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(3) Missions:
 (a) To land the 1st Special Service Force on the Islands of PORT-CROS and LEVANT under cover of darkness of the night of D - 1 / D day.
 (b) To neutralize all enemy defenses on the Islands prior to H hour.
 (c) To be prepared to withdraw to the mainland and subsequently to reorganize as the SATAN Force and capture the Island of PORQUEROLLES.

c. ROMEO Force:
 (1) Commander: Lt. Col. Bouvet
 (2) Troops: French Groupe de Commandos.
 (3) Missions:
  (a) To land in the vicinity of CAPE NEGRE under cover of darkness on the night of D - 1 / D day.
  (b) To destroy the enemy defenses on CAPE NEGRE.
  (c) To block the coastal highway in the vicinity of CAPE NEGRE and seize the high ground 2 miles North of CAPE NEGRE.
  (d) To protect the left flank of the assault.
  (e) ROMEO Force to come under VI (US) Corps control when contacted, and to revert to Army reserve on Army order.

d. KODAK Force:
 (1) Commander: Major General L. K. TRUSCOTT
 (2) Troops: Headquarters VI (US) Corps
  3rd US Infantry Div (ALPHA Force)
  45th US Infantry Div (DELTA Force)
  36th US Infantry Div (CAMEL Force)
  Armored Combat Command (1st Fr Armored Div)
  Supporting Troops
   RUGBY (Airborne) Force and ROMEO Force (French Groupe de Commandos) to come under VI (US). Corps control when contacted.
  (See Tentative Troop List, Annex #2).
 (3) Missions:
  (a) To land three infantry divisions (reinforced) at H hour over beaches between CAPE CAVALAIRE and AGAY.
  (b) To seize LE MUY on D day.
  (c) To advance rapidly inland and contact the RUGBY (Airborne) Force.
  (d) To land the attached French Armored Combat Command starting as soon as beaches are cleared.
  (e) To extend the beachhead to the "Blue" line (see Annex #1) by D ≠ 1, securing the airfield sites in the ARGENS Valley between FREJUS and LE MUY.
  (f) Thereafter to advance to the West and Northwest, protecting the right flank of the Army and maintaining contact with the II French Corps on the left after the latter is established ashore, and during its subsequent attack on TOULON.
  (g) To be prepared to release the Armored Combat Command, the French Groupe de Commandos, and all airborne forces to Army control on Army order.
 (4) Transport: Shore to shore and ship to shore (See Tentative Shipping Allocation, Annex #3).

e. GARBO Force:
 (1) Commander: General d'Armee de LATTRE de TASSIGNY
 (2) Troops: (Detachment, Headquarters French Army "B"
  (Headquarters II French Corps
  1st (Fr) Inf Div (DMI)
  3rd Algerian Inf Div (DIA)
  9th Colonial Inf Div (DIC)
   Two (2) Groupes de Tabors
  1st (Fr) Armored Div (DB) (-1 Combat Command)
  Supporting Troops
  (See Tentative Troop List, Annex #2)

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(3) Missions:
(a) To land the following over beaches in the ST TROPEZ-CAVALAIRE area upon their arrival in the transport area on D ≠ 1:
1st (Fr) Inf Div (DMI)
3rd Algerian Inf Div (DIA) (- 1 RCT)
1st (Fr) Armored Div (- 2 Combat Commands)
(b) To pass these divisions through the left of the VI (US) Corps in the LA LONDE - COLLOBRIERES area (See Annex #1).
(c) To capture TOULON.
(d) To land the 9th Colonial Inf Div (DIC) and two (2) attached Groupes de Tabors in the LE LAVANDOU - HYERES area by D ≠ 9; one-half on D ≠ 5, one-half on D ≠ 9, depending upon the availability of craft after the assault. Exact landing beaches will depend upon the progress of assault forces westward and opening of new beaches.
(e) To land the remainder of the 1st (Fr) Armored Div (DB) by D ≠ 25.
(f) Upon the capture of TOULON, to be prepared to continue the attack toward MARSEILLES and the Northwest, maintaining contact with the VI (US) Corps on the right.
(4) Transport: Ship to shore and shore to shore (See Tentative Shipping Allocation, Annex #3).

f. I French Corps:
(1) Commander: General de Corps d'Armee HENRI MARTIN
(2) Troops: Headquarters I French Corps
2nd (Fr) Moroccan Inf Div (DIM)
4th (Fr) Mountain Div (DMM)
5th (Fr) Armored Div (DB)
(3) Missions: To be prepared to embark on Army order so as to arrive in the assault area on the following tentative schedule:
2nd (Fr) Moroccan Inf Div (DIM) by D ≠ 20
4th (Fr) Mountain Div (DMM) by D ≠ 30.
5th (Fr) Armored Div (DB) by D ≠ 40.

g. Army Reserve :
(1) Armored Combat Command, 1st (Fr) Armored Div (attached to VI (US) Corps), to revert to Army control on Army order.
(2) The following units will revert to Army reserve, upon Army order, after the Blue line is secured:
(a) RUGBY (Airborne) Force
(b) 1st Special Service Force
(c) French Groupe de Commandos

IV. GENERAL
a. Air: (To be published separately).
b. Navy: (To be published separately).
c. Special Operations:
(1) To employ special operations group to assist the operation:
(a) By delivering troops and supplies in Maquis-held localities to strengthen French Forces of the Interior.
(b) By so directing the efforts of the French Forces of the Interior as to render maximum assistance to the military effort.
d. Maintenance:
(1) Initially over the beaches and through small ports in the beachhead.
(2) Through the port of TOULON upon its capture. Subsequently through the ports of TOULON and MARSEILLES.

V. COMMAND POSTS

Seventh Army:	Initially, USS CATOCTIN; Ashore, vicinity of ST TROPEZ.
KODAK Force:	To be published later.
GARBO Force:	To be published later.
RUGBY Force:	To be published later.

SITKA Force: To be published later.
ROMEO Force: To be published later.

A. M. PATCH,
Major General, USA,
Commanding.

ARTHUR A. WHITE,
Brig. Gen., GSC,
Chief of Staff.

OFFICIAL:

John S. Guthrie
JOHN S. GUTHRIE,
Colonel, G.S.C.,
A.C. of S., G-3.

ANNEXES:

#1 - Operations Overlay (Included)
The following annexes will be published separately:
#2 - Troop List
#3 - Allocation of Shipping
#4 - Mounting Plan
#5 - Intelligence Plan
#6 - Administrative Plan
#7 - Anti-aircraft Plan
#8 - Artillery Plan
#9 - Air Support Plan
#10 - Naval Fire Support Plan
#11 - Engineer Plan
#12 - Signal Plan
#13 - Civil Affairs Plan
#14 - Combined Beach Operations Plan (Army and Navy)
#15 - Chemical Plan
#16 - Passive Air Defense Plan.

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Auth: CG, XII TAC
Initials
1 August 1944.

HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

1 August 1944.

ANNEX NO. 2
To Operations Order No. 1

NAVAL OUTLINE PLAN

1. Mission of EIGHTH Fleet.

a. Establish the Seventh U. S. Army firmly ashore in CAVALAIRE - FREJUS area.

b. Support its advance to the westward for the capture of TOULON and MARSEILLES.

c. Be responsible for Army build-up and maintenance on the beaches until no longer required due to capture and utilization of ports; in order to assist in the establishment of Allied Forces in Southern FRANCE for the purpose of assisting Operation OVERLORD.

2. The EIGHTH Fleet is subdivided into six forces, each with a specific mission.

a. The Control Force will:

(1) Provide Naval beach control.
(2) Establish and operate naval fuel facilities on shore and in the assault area.
(3) Conduct diversionary operations.
(4) Establish navigational markers and air beacon markers.
(5) Screen the attacking forces against hostile surface or submarine forces.
(6) Provide convoy control and escort for shipping outside of the assault area.

b. ALPHA Attack Force will:

(1) Establish the 3rd Infantry Division, U. S., on selected beaches in the CAVALAIRE - PAMPELONNE area beginning at H-hour on D-day.
(2) Be prepared to land over secure beaches, by D+1 day, the Second French Army, consisting of Two Infantry Divisions and one Armored Combat Command; by D+5 day, one-half Infantry Division; by D+9 day one-half Infantry Division.
(3) Neutralize, by Naval gunfire, enemy batteries which threaten transports, landing craft or beaches.
(4) Receive and place five pontoon causeways on beach 261 and five pontoon causeways on beach 259.
(5) Station LST 32 initially at Lat. 43°01'N, Long 6°46'E, Station HMS STUART PRINCE initially at Lat. 43°06'N, Long 6°54'E.
(6) Unload special Air Force equipment on Island of PORT CROS from LST 32 at earliest opportunity.

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c. DELTA Attack Force will:

(1) Establish the 45th Infantry Division, U. S., on selected beaches in the ST. TROPEZ - BOUGNON area beginning at H-hour on D-day.

(2) Be prepared to land in the ST. TROPEZ area by D+1 day, the Second French Army, consisting of two Infantry Divisions and one Armored Combat Command; by D+9 day one-half Infantry Division.

(3) Exploit port facilities of ST. TROPEZ.

(4) Neutralize, by Naval gunfire, enemy batteries which threaten transports, landing craft or beaches.

(5) Deliver five pontoon causeways on D-day to beach 261.

(6) Station LST 140 initially in position Lat. 43° 14'N, Long 6°52'E. Station LST 13 initially in position Lat. 43° 15'N, Long 6°56'E.

d. CAMEL Attack Force will:

(1) Establish the 36th Infantry Division, U. S., and one Combat Command of the 1st Armored Division, French, on selected beaches in the ST. RAPHAEL - ANTHEOR area beginning at H-hour on D-day.

(2) Be prepared to land one French Combat Command as soon as the beaches are cleared.

(3) Exploit port facilities of ST. RAPHAEL.

(4) Expedite unloading and turn-around of Air Force LST shuttles from CORSICA.

(5) Neutralize, by Naval gunfire, enemy batteries which threaten transports, landing craft or beaches.

(6) Take special measures to ensure safety of Troop Carrier aircraft.

(7) Direct LST-carrying Air Force equipment and four LST-carrying French Armored Combat Command to deliver pontoon causeways to beach 259.

(8) Station LST 394 initially in position Lat. 43° 19'30"N, Long 6°59'30"E.

(9) Clear THRUSTER, BRUISER promptly for priority Air Force lift from CALVI.

e. Support Force will:

(1) Establish during darkness on D-1/D-day the First Special Service Force on the Islands of LEVANT and PORT CROS.

(2) Neutralize all enemy batteries on these islands which threaten assault shipping or operational forces.

(3) Establish during darkness on D-1/D-day the French Group de Commandos in the vicinity of CAPE NEGRE.

(4) Neutralize enemy batteries at CAPE NEGRE and CAPE BENAT which threaten the assault.

(5) Conduct bombardment and support military operations in SITKA area.

(6) After initial assault phases support the westward advance of the Army as directed.

(7) Assign sweeping forces as necessary for the westward advance.

f. Aircraft Carrier Force will:

(1) Provide maximum practicable fighter protection and spotting aircraft.
(2) Provide close support missions.
(3) Provide own protection against enemy air and submarine forces.
(4) Be prepared to transfer aircraft to captured airfields.

3. Information on Aircraft Carrier Force:

a. Commander - Rear Admiral Troubridge, R.N.

b. Composition -
(1) 7 CVE British (Aircraft Carriers)
(2) 2 CVE U. S.
(3) 4 AACL (Flakships)
(4) 14 DD (Destroyers)

c. Eight Hellcat nightfighters (USN) will be shore-based at SOLENZARA, CORSICA.

d. When carriers retire, 12 Hellcats will be flown ashore and based at BORGO with 111th Tac/R Squadron. They will be used as spotting aircraft and move to Southern FRANCE with the 111th Squadron. Maintenance personnel will be supplied by Naval forces.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr
DORR E. NEWTON, JR.
Colonel, G. S. C.,
AC of S, A-3.

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

1 August 1944

ANNEX NO. 3
To Operations Order No. 1

CTF NO. 88 - SCALE OF EFFORT.

1. Carrier Task Force 88 is in support of the ANVIL assault. This force is composed of seven (7) British carriers and two (2) U. S. carriers and supporting craft.

2. The air effort of this force is divided into two parts:
   a. Carrier fighters allocated to the defense of the carrier forces.
   b. The offensive air effort available to the Air Task Force Commander.

3. The following sortie and mission rates under 2(b) above have been allocated to the Air Task Force:

Type Mission	Sorties/Day	Rate of Availability	A/C Mission
Rocket Projectiles Fighter Bomber Ground Straffing	78	All on call. T/O interval not less than 30 minutes.	8
Fighter Bomber Ground Straffing	164	144 on call. 20 on 30-minute readiness. T/O interval 1 hour.	8
Tac/R	56	All on call.	2

(NOTES: 1. Either Tac/R, RP or F/B can be increased at expense of the other.
2. All aircraft available for air combat.

4. Low or zero wind conditions will reduce total sorties available and increase time between missions and increase accidents.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.

DORR E. NEWTON, JR.,
Colonel, G. S. C.,
AC of S, A-3.

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: T O P S E C R E T :
: AUTH: CG, XII TAC :
: INITIALS :
: DATE: 31 JULY '44 :

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31 July 1944.

ANNEX NO. 4
To Operations Order No. 1

INTELLIGENCE SUMMARY

Maps: G.S.G.S. 2738 FRANCE, Sheets 37, 38, 42, 43.

1. SUMMARY OF THE ENEMY SITUATION

a. BRIEF DESCRIPTION OF THE TERRAIN (See Map)

(1) General
(2) Assault Area

b. ENEMY GROUND FORCES

(1) Strength and Dispositions
(2) Reserves and Other Forces Capable of Intervention
(3) Estimated Enemy Reaction
(4) Condition of Enemy Units
(5) Capabilities

c. ENEMY AIR

(1) Strength and Dispositions
(2) Tactics
(3) Capabilities
(4) Types of Enemy Aircraft which may be Encountered
(5) Map of Enemy Airdromes

d. NAVAL

(1) Strength
(2) Capabilities

e. FLAK

(1) Visual Sources
(2) Photo Sources
(3) Other Sources

2. COMMUNICATIONS

a. GENERAL

b. RAILROADS

(1) General
(2) Enumeration of Lines Directly Affecting ANVIL
(3) Rail Bridge Targets

c. ROADS

(1) General Discussion
(2) Enumeration of Roads Affecting ANVIL
(3) Road Targets

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1. SUMMARY OF THE ENEMY SITUATION

a. BRIEF DESCRIPTION OF THE TERRAIN (See Map)

(1) GENERAL

The river RHONE follows a general southerly course from LYON, 170 miles inland, to the sea about 25 miles west of MARSEILLES. It is one of the largest and most turbulent rivers of FRANCE, often over 1,000 ft. wide between AVIGNON and the sea and having minimum depths of 4'5" for the entire stretch south of LYON. It is not fordable at any point and the speed of its current would make bridging operations difficult. From LYON to AVIGNON the river lies in a narrow flat valley, generally 4 or 5 miles wide, borader where tributary streams flow in from the east. West of the RHONE the valley rises in a steep escarpment to the Massif Central, a rough plateau with elevations of 1,000 to 4,500 feet, extending some hundred miles further west. East of the valley the terrain is broken by east-west ridges to elevations of 500 to 1,500 feet, increasing in altitude eastward toward the foothills of the ALPS.

At AVIGNON the RHONE Valley widens into a broad, generally level triangular plain, reaching its greatest width of some 45 miles at the coast. The lower half of this plain contains the numerous lakes, streams and marshy lands of the RHONE Delta. In the Delta area and east of the RHONE is a large expanse of firm, pebbly low ground known as LE CRAW, which houses the numerous enemy airfields of the ISTRES group.

The DURANCE River, largest tributary of the RHONE, rises in the ALPS and follows a general southeasterly course to its confluence with the VERDON about 35 miles northeast of MARSEILLES. It then turns northwesterly, joining the RHONE just south of AVIGNON. The RHONE - DURANCE - VERDON line forms an important water barrier enclosing the MARSEILLES - TOULON area on the north and west. The DURANCE - VERDON could be forded only with considerable difficulty.

From MARSEILLES east to CANNES the coast rises abruptly to rugged, low mountains with elevations up to 2,500 feet.

Back of these coastal ranges the terrain continues mountainous with no great increase in elevation until the foothills of the ALPS are reached, outside the expected area of operations. From CANNES to the Italian border, mountains continue along the coast, closely backed by the Maritime ALPS.

(2) ASSAULT AREA

The assault beaches lie at the foot of the MONTS DES MAURES, a range of densely wooded mountains about 10 miles wide, running generally NE-SW parallel to the coast, with elevations of 1,000/1,500 ft., occasional peaks rising to above 2,000 feet.

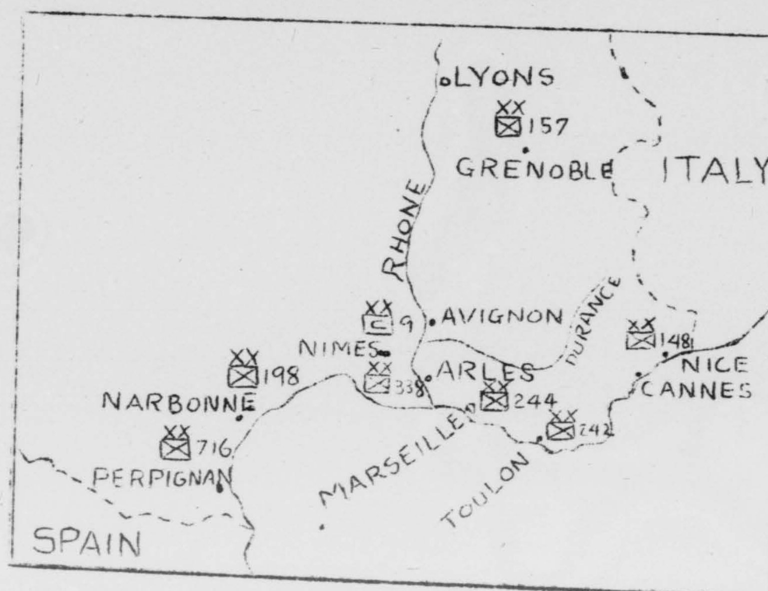
Behind the GULF of FREJUS, this ridge line is pierced in an east-west direction by the valley of the ARGENS River, which empties into the Gulf. The gap widens into a roughly triangular plain from a width of a half-mile at LE MUY, about 9 miles inland, to about 4 miles width on the coast. On the south side of the ARGENS Valley the MONTS DES MAURES rise abruptly within less than a mile from the river, while to the north the rise is more gradual, cut by narrow valleys of several small tributary streams.

Around the Gulf of ST TROPEZ, the MONTS DES MAURES rise abruptly from the beaches. At the head of the Gulf is a small plain encircled by hills, through which flows the small River MOLE.

The BAY of CAVALAIRE lies due south of Gulf of ST. TROPEZ, on the opposite side of the promontory which ends in CAPE

SALINS, CAPE CAMARAT and CAPE LARDIER. On this promontory a spur range of MONTS DES MAURES rises abruptly behind the beaches to heights of 1,000/1,700 feet.

LOCATION OF ENEMY DIVISIONS



b. ENEMY GROUND FORCES

(1) STRENGTH AND DISPOSITIONS

The defense of Southern FRANCE is the responsibility of the German Nineteenth Army with Headquarters at AVIGNON on the east bank of the RHONE, about 40 miles inland. It currently consists of eight divisions, disposed as follows:

Along Coast Between Spanish Border and Mouth of River RHONE

Division	General Area
716 Inf.	Perpignan
198 Inf.	Narbonne
338 Inf.	Arles

In Immediate Reserve, Astride River RHONE

9 Panzer	Nimes-Sommieres-Alais

Along Coast from Mouth of RHONE to Italian Border

244 Inf.	Marseilles
242 Inf.	Toulon - Agay
148 Reserve Inf.	Cannes

140 Miles Back from Coast, Southeast of LYON

157 Reserve Inf.	Grenoble

In addition to the above there is a limited number of separate regiments and battalions of infantry and artillery, as well as a number of OST Battalions, composed of Armenian, Russian, Indian and other non-German personnel.

The six divisions along the coast are further augmented, particularly in the Port areas, by coast defense batteries, marines and other largely static formations.

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(2) RESERVES AND OTHER FORCES CAPABLE OF INTERVENTION

The only divisions of Nineteenth Army currently disposed in reserve positions are the 9 Panzer and 157 Reserve Infantry Divisions. The former will undoubtedly be rushed to the assault area as soon as the strength of our attacking force is appreciated.

Available, but unlikely to be employed at this time, is the 157th Reserve Division in the GRENOBLE area. The use of this division in the assault area would leave the German lines of communication, from North to South, particularly in the RHONE Valley, threatened by Resistance Groups who are at present involving the bulk of this division in guerilla-type wareface.

The likelihood of the Nineteenth Army being reinforced from other theaters can only be surmised. To determine what forces, and from where these reinforcements could come, is difficult. The present existence of available strategic reserves in GERMANY or SCANDINAVIA, is doubtful. However, there are two areas which, due to their proximity to the target area, should be given close attention:

Army Group "G", commanding the Nineteenth Army, also commands the First Army, which has the responsibility for the Atlantic coast, north and south of BORDEAUX. It is probable that of the five divisions under the First Army, one or more could be made available to reinforce the Nineteenth Army. Therefore, it is likely that on D - Day, or shortly thereafter, the First Army's mobile reserve - the 11th Panzer Division - will effect a strategic shift to a more balanced position, probably the TOULOUSE area. It would then be possible for this unit to make its appearance in the target area any time after D plus 6. However, this is negated to some extent by the fact that the First Army, at present, is spread rather thinly, and its only field division has but recently moved to NORMANDY. It is felt that the operations in Northern FRANCE still have priority on whatever divisions the First Army can spare.

Italian Theater: It has been estimated that the PISA - RIMINI line, which the Germans have been organizing for some time, could be held with ten full-strength divisions, if the pressure exerted against it were not too great. In this event, a PO Valley Reserve possibly could be created out of remnants of the 28 shattered divisions now in ITALY, and reinforcements for the Nineteenth Army could be found here. However, this is countered to some extent by the pressure which the Allies will continue to exert against Marshal KESSELRING's forces, and it is believed that the Germans will need all of their force in ITALY to hold the PISA - RIMINI line.

If the enemy should initiate a withdrawal, or be forced out of ITALY, it is then likely that a substantial force could be made available to bolster the defenses of southeastern FRANCE. Actually, if a disengaging movement should be effected, a portion of the forces involved should be expected to withdraw into FRANCE, as it is one of the few escape routes.

Currently, however, there are no indications that the Germans have any intention of doing anything but to try to hold the PISA - RIMINI line.

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In conclusion, the ability of the German High Command to further reinforce the Nineteenth Army, is contingent upon the current military situation in other theaters and the importance they place upon the defense of Southeastern FRANCE.

(3) ESTIMATED ENEMY REACTION

The estimated enemy reaction to our landing is based on a study of German tactics in the defense of a coastline, current disposition of troops, and their disposition as related to the terrain.

The assault in the Cape CAVALAIRE - AGAY area will land on top of two regiments of the 242nd Infantry Division and possibly a few elements of the 148th Division. By D plus 1, the bulk of the 242nd Infantry Division and elements of the 244th Infantry Division (the reserve regiment of this division is so disposed that the proximity of our assault will probably force its early commitment) should be involved in an attempt to contain the beachhead. By noon of D Day, it should be apparent to the Germans that the assault is a landing in force, and the commitment of the Army Reserve - the 9th Panzer Division - toward the beachhead should be expected. It is estimated that this division can make its appearance in the beachhead by the evening of D plus 1 or morning of D plus 2. At the same time 148 Reserve Division will be moving toward the assault area from the east, and should be fully committed by D plus 3.

The terrain in the sector of the 338th Infantry Division is not favorable for a large scale landing, due to extensive flooding initiated by the Germans. Therefore, it is likely that this unit will have a high priority of commitment and, it is estimated, will start its movement for the beachhead on D plus 1, closing by D plus 3.

From observation of German tactics in Northern FRANCE, it appears that they are reluctant to uncover ports in the immediate target area, as exemplified by the negative reaction of the two divisions disposed at LE HAVRE. Therefore, it is likely that the 244th Infantry Division, less elements, will take over the responsibility of covering the Ports of MARSEILLE and TOULON.

In considering the commitment of the 198 Infantry Division from West of the RHONE River, the Nineteenth Army Commander must consider that to do so would leave only one weak division, 716 Inf., between the RHONE and the SPANISH Border, and from observation of the German tactics in Northern FRANCE, there is a decided reluctance to uncover a critical coastal area, unless the need is urgent. However, our operations, as visualized now, will present him with an urgent need for troops to oppose our assault; therefore, unless reinforcements are made available from some other source, the eventual commitment of this division should be expected. Its arrival in the beachhead area should then be anticipated between D plus 5 and D plus 9.

(4) CONDITION OF ENEMY UNITS

Division	Est. Strength	Fire Power	Remarks
716 Inf.	8,400	50%	Reforming after one month's combat in Normandy. Badly battered.

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Division	Est. Strength	Fire Power	Remarks
198 Inf.	10,500	75%	Reforming after severe defeat in Russia. Large percentage of Bohemians and Czechoslovaks
338 Inf.	11,200	75%	Three-Regt. (Limited Employment) Div. Formed late '42; present sector occupied for at least 10 months; quality of personnel unknown. No combat experience.
9 Panzer Div.	12,000	66%	Normal Panzer composition, four P.G. Bns., and one Tank Regt. Reformed from remnants of the 9 Pz. Div., recently returned from RUSSIA. Re-organization took place in Apr. - May '44.
244 Inf.	12,000	95%	Three-Regt. (Limited Employment) Div. New Div., young Nazis; well up to strength; many units have subordinate Russian personnel. State of training, approx. 10 months. No combat experience.
242 Inf.	12,000	95%	Three-Regt. (Limited Employment) Div. New Div., young Nazis; well up to strength; many units have subordinate Russian personnel. State of training, approx. 10 months. No combat experience.
148 Res. Inf.	10,400	85%	Three-Regt. (Limited Employment) Div. In or near present area since Oct. '43. Considerable training but no combat experience.
157 Res. Inf.	12,400	95%	Three-Regt. Div. Good basic training, combat experience only against MAQUIS. Reported being prepared for upgrading to Field Div. status.

(5) CAPABILITIES

1. "Initially to defend the assault area with one division, reinforced, meanwhile to assemble an offensive force from the divisions along the coast and attempt by counter-attack to destroy the beachhead." It is estimated that by D plus 3 the enemy can have three to four divisions (242, 148, 338 Inf. and 9 Panzer) opposing our assault force, and by D plus 10 six to seven divisions, two of which could be armored (242, 148, 338, 198, 716 Infantry and 9 and 11 Panzer).

2. "Containing the beachhead to prevent the capture of the Ports of TOULON and MARSEILLE". For such a task he can have five Infantry (242, 148, 338, 198, 716) and possibly two armored divisions (9, 11) available. Considering the difficulties the Germans will encounter in their search for replacements for Units hurt in the initial action, it is expected that the effectiveness of these divisions will not equal seven full-strength divisions.

3. "Delay in the assault area and northward up the RHONE Valley, until terrain more favorable for a defensive stand can be reached."

A combination of capabilities 2 and 3 is considered as the capability most likely of adoption for the following reasons:

a. Poor quality of enemy troops.

b. Difficulties the enemy will encounter in assembly of troops.

c. Difficulties of obtaining replacements for men and materiel lost.

c. ENEMY AIR

(1) STRENGTH AND DISPOSITION

RECONNAISSANCE

Long Range Reconnaissance: Covering the length of the MEDITERRANEAN Sea, are three long range reconnaissance services, namely, Western, Central and Eastern. The first two are the ones that are charged with recce functions in the area affected by operation ANVIL. Although there is some overlap in areas reconnoitered by each and occasionally an aircraft will land at another unit's base, these units operate primarily as separate organizations, employing their own homing beacons, D/F and control stations and other safety features.

FRANCE: This force consists of 20 JU-88's, JU-188's and ME-410's and its principal base is LES CHANOINES (sometimes called ST. MARTIN), located in the RHONE Delta area. The control station is also located here but the principal D/F station is at AVIGNON. Alternate landing grounds are MONTPELLIER and ISTRES. Unlike the Central MEDITERRANEAN Service, this Western unit's scale of activity is very irregular and there appears to be no set pattern of flights. In the month of June, for example, the patrolling occurred mostly at night with the amount of sorties ranging from an average of 2 plus per day to a maximum of 5. To date, in July, the average sortie rate is a little less than four with 13 sorties reported on the 13th, 8 on the 11th and 7 each on the 17th and 18th. The great majority of these are day recces, usually commencing just prior to dawn and at last light. In the first 24 days of July 94 sorties were flown as against 44 in a corresponding period in June.

Details of the French Unit are difficult to obtain but it is possible to bound the area covered as follows: 40 degrees north, the Spanish Coast, the Balearics, the sea area off Western Corsica and Sardinia, and the Ligurian Sea. In June, photos of ORAN Harbor were taken and on 11 July, 3 aircraft, of the 8 sorties flown, were engaged in shadowing a convoy off ORAN. This last recce resulted in an attack on the convoy at 0500B hours on 12 July.

The principal recce unit in this sector is 1F33 which was part of the Italian recce units in October 1943 and which now operates directly under Fliegerdivision II, using LES CHANOINES as its base. This unit is augmented in its duties by some aircraft of KG 26 and less often, some of KG 77. This represents a departure

in the standard recce technique of using only recce units. On 6 July, 1 aircraft of KG 26 flew a day recce; on 11 July, 1 aircraft of the 3 which shadowed the ORAN convoy belonged to KG 26; on 13 July, when 13 sorties were flown, 3 probably were flown by KG 26 and KG 77; and on 17 July, probably 1 aircraft of III KG 77 flew one of the 7 sorties.

ITALY: There are 20 JU-88's, JU-188's and ME-410's operating as recce units, with the principal base being BERGAMO/SERIATE and the alternate landing ground at PIACENZA being very extensively used. Unlike the present French program, the bulk of the sorties are flown at night with 78 of 112 sorties in the first 24 days of July being night sorties. 36 more sorties were flown in this period than in the first 24 days of June. The sortie rate is fairly regular, averaging 4½ per day with a maximum of 7 and a minimum of 3.

The area reconnoitered differs with day and night aircraft, the day area being greatly restricted. ME-410's, making routine security flights, provide day sorties and normally cover the north TYRENNHIAN Sea, occasionally as far west as NICE and as far south as ELBA, PIOMBINO and the north coast of CORSICA. One dawn sortie flew as far south as ANZIO and the PONTINE Islands. Very seldom are day recces flown of the ADRIATIC area. The night area covers the watching of the ITALIAN East Coast, the Northern ADRIATIC, the LIGURIAN Sea, the waters to the west and northwest of CORSICA, sometimes to NICE, CANNES and even TOULON. Night photo recces of Ports such as NAPLES, AJACCIO, CIVITAVECCHIA, and PIOMBINO are also flown.

On 23 July, a new unit, 4F122, flying JU-188's was first identified as being operational although JU-188's had been flying night recces for some time previously. The next morning, a JU-188 of 4F122 flew a dawn patrol to GENOA - TOULON - CORSICA - Northern SARDINIA and Straits of BONIFACIO.

The other 3 units engaged in recce are 2F122 (day ME-410's), 1F123 (Night photos - JU-88's) and Westa 26 (night sea patrols - JU-88 A-4's).

TACTICAL RECONNAISSANCE

FRANCE: There are 10 FW-190's of 2 N.A. Gr. 13 based at CUERS/PIERREFEU and using an alternate landing ground south of TURIN on the Italian Coast, which comprise the tactical recce force. These are primarily concerned with flying both visual and photo flights over CORSICA and occasionally Northern SARDINIA. In addition daylight patrols by pairs of Arado 196's of 2F128 cover the south FRENCH Coast. This unit primarily based at BERRE Seaplane Station near MARSEILLES, covers the area between MARSEILLES and the Island of HYERES, and can fly a maximum of 10 sorties per day.

ITALY: There are 15 ME-109's of 1 N.A. Gr. 11 and 2 N.A. Gr. 11 based at advance landing grounds, FORLI and POGGIO RENATICO, near the battle area engaged in day recce flights. Their scale of effort is low, averaging 2/3 sorties per day, mostly of the battle area.

LONG RANGE BOMBERS

FRANCE: There are 125 operational long range bombers currently located in Southern FRANCE, within direct attack range of the ANVIL beaches. This total includes 100 JU-88's located at the following principal airfields: ORANGE/PLAN DE DIEU, NIMES/GARONS, LA JASSE, VALENCE and ISTRES. Alternate and secondary

airfields are: ORANGE/CARITAT, MONTPELLIER, MONTELIMAR, and SALON. In addition, there are 25 DO-217's based at TOULOUSE/BLAGNAC and at TOULOUSE/FRANCAZAL. This force of 125 aircraft represents a decrease of 15 from the normal complement recently based in this sector, this decrease being accounted for by the departure from BORDEAUX/MERIGNAC within the last 2 weeks of 15 HE-177's belonging to KG 40.

The JU-88 units are composed of 5 Gruppen from KG 26 and KG 77. KG 26, commanded by Oberstleutnant Klumper, has been operating with two of its three Gruppen as part of the Southern FRANCE anti-convoy attack force for a long time, one of its Gruppen having been the oldest torpedo bombing unit in the G.A.F. and the first G.A.F. bomber unit in the MEDITERRANEAN. Close liaison with the long range recce units has been maintained in the past and coordinated convoy attacks have been a regular occurrence. I KG 26 is reported by a P.W. taken 13 June to have been disbanded and its pilots used for fighter aircraft. Other evidence confirms their departure from Southern FRANCE. II KG 26, after a long period of inactivity, according to a P.W., returned to VALENCE and MONTELIMAR early June this year with JU-88R aircraft. III KG 26, a long time MEDITERRANEAN anti-shipping specialist, has operated against convoys and the ANZIO beachhead many times. P.W. reports indicate that this unit, in part now probably based at GARONS and MONTPELLIER, has been operating against the NORMANDY front.with less than 10 JU-88's.

KG 77, commanded by Obserstleutnant Von Stemmler, is composed of 4 Gruppen but IV KG 77 is probably inactive. They are equipped with JU-88R's and returned to convoy attacks in the MEDITERRANEAN on 20 April 1944 after a long period of inactivity, probably in GERMANY. I KG 77, which had replaced I KG 26 in April, has been operating as torpedo bombers against the NORMANDY front, working from LA JASSE and SALON. II KG 77, which relieved 2 Staffeln of KG 76 in early May, has also been operating with the Southern FRANCE bomber force against NORMANDY from one of the ISTRES fields and has only part of its total strength in Southern FRANCE. However, its function has been primarily that of path-finding. III KG 77 has operated against the NORMANDY front from its bases at ORANGE/PLAN DE DEIU and ORANGE/CARITAT.

In addition to normal bombing functions stated above, KG 26 and KG 77 have also flown reconnaissance sorties as part of the Western MEDITERRANEAN Reconnaissance Service. (See Long Range Reconnaissance, FRANCE)

The 25 DO-217K's are based at TOULOUSE and are elements of KG 100, commanded by Major Jope. I KG 100, operating with HE-177's, is believed based in Northwest GERMANY. III KG 100, which in the last year have operated principally from the Southern FRANCE area, were based at ISTRES last year, occupying their bases at TOULOUSE in mid-December. From these locations numerous attacks have been initiated against MEDITERRANEAN convoys, and radio controlled-bomb attacks against shipping anchored off SALERNO and later at ANZIO can be attributed to these units. These units, like KG 26 and KG 77, always have coordinated their convoy attacks with previous extensive long range recce activity from Southern FRANCE.

Long range bomber activity by Southern FRANCE aircraft in the month of July (up to 24 July) has consisted of probable attacks against the NORMANDY front on the nights of 4/5, 6/7 (when COGNAC A/D was used as an advanced landing ground), 9/10, 16/17, and 17/18 July. On the night of 11/12 July at 0500B hours,

a convoy attack in the Western MEDITERRANEAN probably occurred and there is also evidence of a further attack on the night of 14/15 in the same area. Although KG 26 and KG 77 have been definitel identified as the GESCHWADER involved, the only positive Gruppen identifications thru intercept sources has been III KG 26 and II KG 77.

ITALY: There are no G.A.F. long range bomber units presently operating from Italian bases, all of them having departed within two weeks after the opening of the NORMANDY front.

The only other long range bomber elements of possible significance are a force of 20 SM-79's in northwest ITALY and some 25 JU-87's also in the PO Valley.

The first and second Squadriglia of Gruppo Buscaglia, part of the Italian Facist Republican Air Force, are based at VENEGONO and LONATE POZZOLO and are commanded by Captain Valente. The Second Squadriglia made its first attack against the ANZIO shipping on 10 March and although later reinforced by the operational activation of the First Squadriglia, losses have been very heavy due primarily to defective training, inadequate equipment and communication facilities and incomplete briefing as to defenses and routes. Incomplete reports indicate that on night 8/9 July these SM-79's probably operating against a convoy southeast of MALTA. Also on 13 July there were other indications of operation by these torpedo bombers, probably in the area east of ITALY. Activity by these aircraft has been very sporadic.

I NSG 9, with 35 operational JU-87's, is based at TURIN/CASELLE having commenced operations in ITALY early May from VITERBO Airfields. At the present time operations have been limited to moonlit nights only, using advance landing grounds at FORLI, RIMINI, RAVENNA, BOLOGNA and FERRARA, all close to the battle area. These aircraft are dispersed very thoroughly so that rarely are there more than 7 aircraft on a field at any one time. Tactics usually are based on single aircraft attacks upon forward areas. Some attacks were made against shipping at ANZIO but these were generally unsuccessful.

FIGHTERS AND FIGHTER BOMBERS

Although this type of aircraft is very limited as to range, the capabilities of the Luftwaffe to reinforce its Southern FRANCE fighter contingent from ITALY units either prior or subsequent to "D" Day make it imperative to discuss their make-up at this point.

FRANCE: At the two airfields of AIX LES MILLES (MARSEILLE) and AVIGNON/CHATEAU BLANC there are about 20 ME-109's, comprising the only single engine fighter units in this area. Frequent reference as to the character of these units as being "Training" is misleading, since all indications point to the conclusion that they are quite experienced. Their sphere of activity has consisted of small fighter patrols of the MARSEILLES - NIMES - NICE - AVIGNON - SALON - CAP CAMARAT sectors and they have reacted to Allied recce activity and occasionally to the heavy bombers.

There are no fighter bomber units in Southern FRANCE.

ITALY: The ITALY-based Luftwaffe fighter strength consists of 3 Gruppen, totalling 80 ME-109's, located in Northeast ITALY at MANIAGO, FERRARA, BOLOGNA, AVIANO and LAVARIANO Airfields.

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I JG 4 which was activated in ROUMANIA about a year ago has had a hectic career in the MEDITERRANEAN. This unit bore the brunt of the offensive against ANZIO and suffered very heavy losses. In mid April, as a result of these losses in aircraft and personnel, this outfit was relieved and sent back to rest. Recently, identification of I JG 4 was once again established at MANIAGO. The remaining two units are I and III JG 77, both flying ME-109G6's, which have shared the fighter defense duties in ITALY since last fall. Although a P.W. on 15 April stated that the pilots were being trained on MC-205's and were also to fly jet-propelled aircraft, these units have been consistently stationed in ITALY with conventional German S/E fighters. Their bases are in northeast ITALY and their activity has consisted of sporadic defensive missions and communication target attacks. No confirmed reports of straffing attacks on Allied Units has been received for some months.

In addition to the 80 single-engine German fighters there are about 60 Italian Fascist Air Force fighters in North ITALY, based at VILLAFRANCA, VICENZA, TURIN and UDINE Airfields. The aircraft flown are ME-109's, G-55's, MC-202's and MC-205's, all with Italian markings. Their usual role has been infrequent defensive sorties in protection of Italian targets.

There are no fighter bomber units in north ITALY.

(2) TACTICS:

Despite the fact that the disposition and strength of forces affecting ANVIL greatly differ from those now operating against the NORMANDY sector, the following operational techniques presently observed in NORMANDY are likely to be encountered in ANVIL. In many cases these coincide with Luftwaffe tactics previously employed in the MEDITERRANEAN theatre against Allied Amphibious operations and in various other phases of aerial warfare here, especially since the SALERNO landings.

SINGLE ENGINE FIGHTERS

In NORMANDY, after an initial burst of offensive activity with fighter bombers lasting a few days, a normal defensive role was assumed. The main activity became defense against Allied fighters and fighter bombers and patrols covering lines of communication. Well-escorted heavy bombers were generally left unmolested. As a result of heavy losses in attempting to break the fighter cover over the beachhead, the current scale of effort consists of a few missions each day of 25-50 aircraft. This approximates rather closely the tactics employed at ANZIO during the last months the beachhead existed. At ANZIO at high daily fighter sortie rate continued for a long period until losses had become heavy and the possibilities of destroying the beachhead became nil. Over NORMANDY the weather determines the type and scale of operations, bad weather resulting in individual missions and good weather in concentrated attacks. These concentrations are formed up over rear areas and operate with adequate top cover. 3 to 4 operations per day have been normally flown, excluding patrols by 4/5 aircraft commencing at dawn.

FIGHTER BOMBERS

Similar to the close support experience of the Luftwaffe in ITALY, the fighter bomber force in NORMANDY, after a short period of activity, realized that their daylight endeavors were a complete failure and consequently had to resort to night harassing attacks. These took the form of small scale operations up to 25 aircraft per night by a force of 30 FW-190's and 30 ME-410's.

These proved ineffective because of lack of concentration. Attacks took place between dusk and dawn, always taking advantage of moonlight. Targets included forward military concentrations as well as landing strips.

TORPEDO BOMBERS

These aircraft operate at first or last light and during the night by moonlight or with flares, their favorite avenue of approach being from the sea, avoiding all flak defenses, both enemy and friendly. Although normal strength per mission has ranged from 30 to 60 aircraft, a large majority of these have proved ineffective due to faulty navigation and Allied counter measures, such as smoke screens, fighter and AA defenses. This has resulted in individual attacks on targets of opportunity in contrast to the usually more concentrated MEDITERRANEAN anti-convoy attacks. Night fighter escort is usually not provided. Although these aircraft have been more successful than radio controlled-bomb carrying aircraft, still their results are not at all commensurate with the effort expended. Better results can be expected if HOHENTWIEL (ship locating radar) is fitted to the aircraft but probabilities of this are slim. The principal type of target has been supply convoys.

RADIO CONTROLLED BOMB AIRCRAFT

These aircraft normally operate against NORMANDY from advance landing grounds, moving up from their TOULOUSE bases in the afternoon. Attacks occur at first or last light by groups of 2 or 3 aircraft and there are believed to be 5 aircraft capable of operating with the FX (1800 KG armor-piercing bomb) and 5 with the HS-293 (500 KG glider-bomb). Recently there have been instances of some daylight attacks but inadequacy of forces, even when HE-177's were also operating, have rendered this weapon almost completely ineffective. The sum total of damage from attacks during the month of June was minor damage to one merchant vessel although fair results against Naval craft had been achieved at SALERNO by DO-217's. The latter aircraft have been used primarily against war-ships.

LONG RANGE BOMBERS

These have operated at night only, with their sole effective capacity being that of mine laying. Subsidiary operations such as bombing and circling-torpedo attacks have proved very ineffective. Minelaying also constituted the principal form of attack against the ANZIO shipping at the end of that campaign and similar missions against NAPLES Harbor have also been reported. The principal type target, as for the torpedo bombers, has been supply convoys. On one occasion, 16 July over NORMANDY, a night ground attack was made but the bombers immediately thereafter returned to the minelaying duties which will probably be their primary role. This is especially true since this requires smaller aircrews and since the new type suction-mine has proved very effective. Operations occur during the night and often two operations per night in two or more waves are carried out. Here, as with torpedo bombers, the approach over the target is from the sea, using visual aids such as beacons and star shells for navigation. Minelaying attacks are normally carried out at heights between 6,000 and 13,000 feet and attempts have often been made to divert Allied fighters by decoy FW-190's and ME-109's.

NIGHT FIGHTERS

These activities consist of two types, those free-lancing with use of AI and those under GCI control. Night-fighters have been used to intercept plotted raids and are sometimes assembled over specified areas to be vectored into Allied bombers. In addition, standing patrols protecting lines of communication have been maintained.

RECONNAISSANCE

Similar to the Luftwaffe's recent experience in ITALY, a great deal of difficulty is being encountered in NORMANDY in flying tactical recce flights. Heavy losses have been incurred on the western front and this despite fighter escort. Long range reconnaissance of the western front is negligible in comparison with that from southern FRANCE.

COMPOSITE AIRCRAFT

This consists of an ME-109 mounted on the back of a crewless JU-88. The JU-88 serves as a flying bomb since its nose is filled with 3 tons of high explosives. Operational reports are meager but it is believed that the composite aircraft flies as a 3 engined bi-plane under the sole control of the ME-109 pilot. About one mile from the target the pilot releases the JU-88, which then proceeds on an aimed course under control of an automatic pilot. These aircraft have operated singly at last light with night fighter escort. By reason of difficulty of control and vulnerability of both the composite and its JU-88 component, it is very improbable that these aircraft will be encountered.

NOTE: Some of the above information has been secured from various memorandums issued by MAAF Intelligence Section.

(3) CAPABILITIES

(a) Minor reinforcements by fighter aircraft drawn from ITALY and southwest Germany and by long range bombers from North FRANCE.

(b) Strong reinforcement by withdrawal of units from presently active theatres.

(c) Immediate withdrawal of the majority of fighter and long range bomber strength to other sectors.

DISCUSSION

Capability (a) is favored.

REINFORCEMENTS

It is possible that reinforcements to the present ANVIL defensive forces could be made as follows:

50 long range bombers from North FRANCE.
60 single engine fighters, of which 30 each to come from ITALY and southwest GERMANY.
20 fighter bombers.

10 twin-engine fighters.
15 recce aircraft, from ITALY.
This would produce a redisposition in Southern FRANCE in this probable manner:

175 long range bombers (JU-88, DO-217)
80 single engine fighters (ME-109, FW-190)
20 fighter bombers (FW-190 or ME-109)
45 recce aircraft (ME-109, FW-190, JU-88, JU-188, ME-410).
10 twin-engine fighters (JU-88)
320 total.

In regard to long range bombers, it is believed at this time that little reinforcement can be effected because all available units are already committed to more important fronts. However, although 50 aircraft might be spared from the North FRANCE strength, this effort at best would be temporary and would probably be used against the NORMANDY front during the same period. A long spell of bad weather on the NORMANDY front may also permit the temporary diversion of other long range bombers for use against ANVIL by means of advance landing grounds. Long range bomber bases will be : VALENCE, SALON, LA JASSE, NIMES/GARONS, ORANGE/CARITAT, ORANGE/PLAN DE DIEU, MONTPELLIER, TOULOUSE/FRANCAZAL, TOULOUSE/BLAGNAC and BORDEAUX/MERIGNAC. Any reinforcements will probably be based in the LYONS area, at LYON/BRON, CLERMONT FERRAND, AVOR and DIJON.

At least one Gruppe of ME-109's from ITALY and one from Southern GERMANY may be expected to depart for ANVIL as re-inforcements. The ITALY Units are well trained and experienced while the Germany fighters will probably be Units either being trained or re-equipped. Fighter Units will be based at ORANGE/CARITAT, AIX LES MILLES, NIMES COURBESSAC, MARSEILLE/MARIGNANE and the AVIGNON fields. Fighter and fighter bomber reinforcements will probably continue to operate from these fields.

Twin-engine fighter strength may be brought to a total of 10 JU-88's if I ZGI becomes operational again. This unit, flying JU-88 C-6's, retired from operations in late June after a previous history as night fighters operating from the BORDEAUX sector and thereafter a quick but disastrous switch to day fighting, directly after the start of the NORMANDY invasion.

15 Recce aircraft from ITALY may be expected and these will be mostly long range recce. The bases will probably remain the same, with long range recce at LES CHANOINES and tactical recce at CUERS.

Scale of effort and sortie rate:

(a) Assuming no reinforcements and based on present strength and serviceability rate:

	D - 1	D-Day	D + 1
DO-217's	15/20	10	5
JU-88's	60	35	25
L/R Recce	10	10	10
S.E.F.	15	30	20
TAC/R	5	10	5
	105/110	95	65

(b) Assuming Reinforcements as set forth in previous paragraph under "Reinforcements". (It is believed that all reinforcements will be made by D + 5):

Long Range Bombers (50% serviceability rate)

24 hour period 80-85 sorties.
4-5 days period 50 sorties daily.
Sustained operations - 25 sorties daily.

Fighters (65% serviceability rate)

24 hour period - 90-100 sorties.
4-5 days period - 70-80 sorties daily.
Sustained operations - 30-40 sorties daily.

Long Range Recce (60% serviceability rate)

24 hour period - 15 sorties
4-5 days period - 10 sorties daily
Sustained operations - 6-8 sorties daily.

Tactical Recce (60% serviceability rate)

24 hour period - 10 sorties
4-5 days period - 8 sorties daily
Sustained operations - 6 sorties daily.

Ground Attack (60% serviceability rate)

24 hours period - 20-25 sorties.
4-5 days - 10-15 sorties.
Sustained operations - 10 sorties.

NOTE: Some of the above information has been secured from various memorandums issued by MAAF Intelligence Section).

CONCLUSIONS:

The primary offensive missions to be undertaken by the Luftwaffe will probably consist of night mining and torpedo attacks together with occasional dawn or dusk radio-controlled bomb attacks. Ground attack aircraft may react by daylight fighter bomber missions on shipping and the beaches for the first few days but they will probably be discouraged by heavy losses, resorting thereafter to individual moonlight harassing attacks, mostly on forward areas. Fighter force activity will be almost exclusively fighter defense defending lines of communication. The sortie rate will fall rapidly due primarily to most of the available replacements being sent to northwest FRANCE. Over any lengthy period of time, no regular pattern of sorties will be developed, the character of the activity being purely sporadic. In view of the poor condition of aircraft crews and personnel, it is doubtful if the Luftwaffe's operations will prove to be very effective.

On the basis of past experience, present serviceability and dispositions and if tactical surprise be effected, the principal Luftwaffe effort should occur within 48 hours of H Hour and continue another 96 hours thereafter.

(4) TYPES OF ENEMY AIRCRAFT WHICH MAY BE ENCOUNTERED:

Single-Engine:- ME-109 (Day and night Fighter, TAC/R)
FW-190.
FW-190 with inline engine (Day and night fighter, TAC/R.)
JU-87 (Night ground attack)

Twin-Engine:- ME-110 (Day and night fighter)
JU-88 (Day and Night Recce, Night Fighter, JU-188 Day and Night Bomber).
ME-210/410 (Day and Night Recce, Day and Night Fighter, Night Ground attack)
DO-217 (Night Bomber)
HE-177 (Night Bomber)
SM-79 (Night Bomber)

Float Plane:- Arado 196 (Sea Recce)

Liaison:- Fieseler Storch 156

Transports:- HE-111, Twin Fuselage HE-111, JU-52, SM-82, ME-323.

Composite:- ME-109 (or possibly FW-190) on top of JU-88.

(5) MAP OF ENEMY AIRDROMES (Attached)

d. NAVAL

(1) STRENGTH

There are no major enemy units considered active in the Western MEDITERRANEAN.

The minor units considered active are as follows:

DESTROYERS	TORPEDO BOATS	ESCORT VESSELS	MAS BOATS*	S&R BOATS**	SUB
1	7	12	18/20	12/15	10

In addition there are 25/30 converted yachts and trawlers, composing part of the 22 UJ Flotilla, used for anti-submarine patrol and escort for short-haul coastal convoys.

(2) CAPABILITIES

It is estimated that enemy naval forces will not be capable of serious interference with our movements or operations. The enemy may be expected to make small high speed raids on convoys and anchorages near the coast and to attack by submarines on very small scale. Naval mines will probably be laid by small high speed surface craft, by aircraft and possibly by submarines in coastal area of operations.

* Italian version of German "E" Boats, roughly comparable to our P/T Boats. Lengths 55 to 110 feet, torpedo carrying, fast, heavily armed.

** Lengths 85 to 115 feet, fast, 20mm guns, no torpedo tubes.

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e. FLAK

(1) VISUAL SOURCES

The following table lists all flak encountered by Fifteenth Air Force over targets in Southern FRANCE since 24 May 1944:

PLACE	TYPE FLAK ENCOUNTERED	DATE
NICE	M.A.H.	24/26-5-44
VALENCE LA TRESORELE A/D	Nil	24-7-44
ANTHEOR VIADUCT	I.A.H.	7-6-44
ARLES RR Br.	S.A.H.	24-6-44
	Nil (H)	17-7-44
AVIGNON M/Y RR Br.	M.A.H.	17-7-44
TOULON Docks	M-I.A.H.	11-7-44
MARSEILLE	M-I.A.H.	27-5-44
MONTPELLIER M/Y	S-M-I.A.H.	5-7-44
NIMES M/Y	Nil S-M.A.H.	12-7-44
SETE M/Y & Oil	S.I.H.	24-6-44
Strafing attack ORANGE A/D's	M-I.A.L.	15-6-44
LYON M/Y's	Nil (H)	25-5-44
BEZIERS M/Y	S.I.H-L	5-7-44
VAR RIVER Br.	M-I.A.H.	12-7-44

In addition flak has been encountered at the following places enroute to and from targets listed above:

PLACE	TYPE FLAK ENCOUNTERED
ANTIBES	M.A.H & L
CANNES	M.A.H. & L
ST. TROPEZ	S. H & L
CAP BENAT TOHYERES	M.A.H.
LACIOTAT	S-M.A.H.
ISTRES A/D's	I.A.H. & L.
SALON A/D's	I.A.H. & L.
SETE to AGDE to BEZIERS	S.I.H.
CHATEAU BLANC	M.L.
VALENCE	S.H. M-I.L.
CAP LEVCATE	M. H. & L.
PERPIGNAN TO PT. VENDRES	S-M.H. M-I.L.
ST. MACIMUM to LE LUC	S-M.L.

(2) PHOTO SOURCES

Annexed hereto is a map showing graphically all flak compiled from photo interpretation reports on flights during 26 June to 26 July, 1944. This map is self explanatory but must be used in conjunction with other sources, such as actual experience as reported in (1) above.

(3) OTHER SOURCES

The following listing of flak defended areas was issued by Headquarters, M.A.A.F. on 22 July. It represents information primarily derived from ground sources, but is not considered to be treated as reliable as (1) or (2).

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PLACE	COORDINATES		GUNS HEAVY	GUNS LIGHT
AMBERIEU	45°58' N.	05°21' E		3
ARAMON	43 54	04 40		9
ARLES	43 42	04 38		4
BANTZERHEIM, E. of	47 39	07 33		6
BELFORT	47 38	06 51	Probably defended (Heavy)	
BORMES	43 10	06 17	8	6
CAVALAIRE	43 12	06 35		9
CAVAILLON	43 51	05 03	16	15
CHALON sur S.	46 45	04 49	4	2
CHAMPFORGEUIL	46 50	04 50	4	2
DIJON LONGEVIE	47 17	05 05	8	6
DOLE/TAVAUX	47 03	05 26	Probably defended (Heavy)	
HUNINGUL, N. of	47 37	07 34		3
LE CREUSOT	46 48	04 26	12	30
MONACO	43 45	07 30	4	12
MONTBELIARD	47 31	06 51	6	30
MULHOUSE	47 45	07 20	12	12
PERTUIS	43 41	05 30		3
PONT ST. ESPRIT	44 16	04 39		6
PUY VALADOR	42 38	02 08		3
REMOULINS	43 55	04 35	4	2
SERIGNAN	43 16	03 20	4	6
SIERENTZI, E. of	47 39	07 32		12
ST. YAN	46 24	04 01	4	6

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2. COMMUNICATIONS: (See map attached)

a. GENERAL:

MEDITERRANEAN FRANCE is a mountainous area with well defined routes of communications generally following the river valleys. The three main channels are:

RHONE VALLEY: - North-South Channel. Served by a main road on the east side of the RHONE and 2 double tracked railroads on either side of the river.
COASTAL AREA: MARSEILLES East: Served by a main road and a double tracked railroad. The road is duplicated in many places by parallel routes running closely inland.
DURANCE VALLEY: - Served by 2 main roads up to CHATEAU ARNOUX and by a main single track rail line.

The railway system is of prime importance as the enemy will have to rely on it for long haul movement due to his shortage of fuel and M/T. The interdiction of this rail traffic presents an important problem as the destruction of a limited number of bridges will interrupt all rail movement into "ANVIL".

The main roads into the area are in good condition (as to width and surface) and the minor roads adequate. Due to the large number of roads it is impossible to completely isolate "ANVIL" as far as motor traffic is concerned. However, the destruction of bridges at strategic points will considerably delay movement.

The RHONE RIVER is the most important water barrier and together with the ISERE, DURANCE and VERDON Rivers forms a natural obstacle to all movement from the north and west.

There are only 10 bridges capable of carrying heavy military traffic, whether rail or road on the lower RHONE (AVIGNON and south), lower DURANCE and VERDON Rivers. Interdiction of communications across these rivers would thus leave entrances into the area from the east (along the coast) and from the northeast (TURIN area). However, both these routes provide profitable targets.

b. RAILROADS:

(1) GENERAL DISCUSSION:

The railway system in FRANCE is largely steam operated with most main lines double tracked. It is adequate for bringing in supplies to any assault area. North of LYONS there are railway facilities in abundance but in the area which immediately effects "ANVIL", (bounded by the RHONE River in the west - by the ITALIAN border on the east and GRENOBLE on the north), there are only a few main lines. Excellent bridge targets are located in these lines and complete isolation of rail traffic to "ANVIL" is possible by destroying 7 bridges.

(2) ENUMERATION OF LINES DIRECTLY AFFECTING "ANVIL":

Main Lines.

LYONS - MARSEILLE - runs along east side of RHONE RIVER. Double tracked, steam traction with capacity of 72 trains per day in each direction averaging 550 tons each. This is the principal route connecting northern and southern FRANCE.

Alternate route is the line along west side of RHONE RIVER which is double tracked, steam traction, with capacity of 48 trains per day in each direction averaging 450 tons each.

Coastal route from ITALY via VENTIMIGLIA. Double tracked steam traction except for short stretch between MENTON and VENTIMIGL[IA]

Has capacity of 60 trains per day in each direction averaging 500 tons each.

GRENOBLE - VEYNES - MARSEILLES Route. Single track, steam traction with capacity of 16 trains per day in each direction averaging 350 tons each.

LYON - GRENOBLE. Double track, steam traction with capacity of 48 trains per day in each direvtion averaging 350 tons each.

The last two together provide an alternate route to the main line from LYON to MARSEILLES.

Secondary Lines.

These lines feed from the main north-south line of LYON - MARSEILLES into the important north-south line of GRENOBLE - MARSEILLES.

VALENCE - GRENOBLE. Double tracked, steam traction with capacity of 48 trains per day in each direction averaging 450 tons each.

LIVRON - VEYNES. Single track, steam traction, with capacity of 16 trains per day in each direction averaging 350 tons each.

AVIGNON - PORT DE BOUC - MARSEILLES. This line is an alternate route to the main AVIGNON - MARSEILLES Line. Double track, steam traction with capacity of 48 trains per day in each direction averaging 500 tons each.

Ground sources report two stretches of track leading from this alternate line to the GRENOBLE - MARSEILLES Line as being torn up - namely CAVAILLON to VOIX and SALON DE PROVENCE to CH. DE LA CALADE.

(3) RAIL BRIDGE TARGETS:

Across the RHONE RIVER: - Destruction of 4 bridges will completely prevent rail movement from the west as far north as ST. RAMBERT or through the CARCASSONNE GAP. All 4 bridges are also capable of carrying heavy road traffic.

ARLES (S-848564). Length 1100 feet, steel girder construction.

TARASCON (S-962685). Length 2400 feet, steel girder construction.

AVIGNON (S-963852). Length 1850 feet, steel girder construction.

LA VOULTE (N-933305). Length 1000 feet, masonry construction.

Interdiction of main north-south rail artery running down east side of RHONE River at DROME River Bridge.

LIVRON (N-968774). Length 415 feet, steel girder construction.

Interdiction of north-south GRENOBLE - MARSEILLES Line.

SISTERON (0-877176). Length 735 feet, masonry construction.

Interdiction of the main coastal route from ITALY.

VAR River (S-522760). Main line. Length 1200 feet, steel arch construction.

There is another bridge over the VAR River, on a narrow gauge railroad line at S-535872 which could be used as a by-pass in the event the last named bridge is destroyed. This is a double decker bridge with the rail bridge on top and road bridge beneath. It is more likely, however, that the enemy will shuttle around the break than load and unload onto the narrow gauge line.

c. ROADS:

(1) GENERAL DISCUSSION:

The general condition of the main roads is excellent but some of the secondary roads may be in poor condition due to the shortage of labor and scarcity of bituminous supplies. Furthermore the secondary roads have a two-fold weakness:

They become narrow in many towns and villages. This has been overcome to some extent by by-passing these bottlenecks.

Many bridges are old and have narrow roadways; some having only one way traffic, especially over the VERDON River.

With the exception of the routes along the MEDITERRANEAN coast and the RHONE Valley, deployment off the roads is difficult and sharp turns frequent. Blocks and delays would, therefore, present excellent fighter bomber targets.

Most of the roads affecting "ANVIL" cross the RHONE, ISERE, DURANCE, VERDON or VAR Rivers. Destruction of the bridges across these obstacles presents the most lucrative targets for stopping or delaying road movement from the west, north and along the east coast route. It would be necessary to destroy both road and rail bridges since most of the railroad bridges have been converted or are being converted to handle heavy military traffic which most of the road bridges are incapable of doing. The only other means of ingress would then be from the northeast where the roads for the most part are difficult and mountainous.

With the cutting of these bridges the only means of transport across the rivers would be the construction of pontoon bridges or fording. This would present a serious problem for the following reasons:

RHONE RIVER: Considered in section d which follows.

DURANCE RIVER: Pontoon bridges would be hard to construct due to the high velocity and turbulent flow especially during flood periods in the Spring and Autumn. There are no permanent fords but during the period of low water (July, August and September) fords can doubtless be constructed.

VERDON RIVER: Not practical for fording or building of pontoon bridges since it has precipitous sides and a swift current.

VAR RIVER: Pontoon bridges would be difficult to construct as there are points where the river bed is dry. Even though the banks are fairly steep it is possible to ford the river in a few places.

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(2) ENUMERATION OF ROADS AFFECTING "ANVIL".

Main Roads:

MARSEILLES - TOULON - FREJUS - VENTIMIGLIA. Runs along the coast; is the main line from ITALY and is in good condition.

AVIGNON - AIX - BIGNOLES - FREJUS. Follows the valley paralleling the coast. Is of more strategic importance than road above, that it parallels.

LYON - AVIGNON - MARSEILLES. Runs along the east bank of the RHONE. Is the most important north-south road link.

There is an alternate route from LYON to REMOULINS that runs along the west bank of the RHONE.

LYON - GRENOBLE - SISTERON - CHATEAUX ARNOUX - MARSEILLES. Forms an alternate to the LYON-AVIGNON road and therefore of prime importance for feeding Anvil.

LYON - GRENOBLE - SISTERON - CHATEAUX ARNOUX - CANNES (and NICE). The LYON-GRENOBLE-SISTERON stretch of this road is identical with the preceding route. At CHATEAUX ARNOUX it branches off and runs southeast.

Along this road there are two branches - either of which could be used - with the exception of stretches at BARREME - SISTERON and LATOUR DU PIN - LYON.

BARREME - PUGET THENIERS - MENTON. This route runs from BARREME east to the VAR, then turns south to MENTON following the VAR River. Has many sharp turns.

The two last named roads are of great strategic importance since they are virtually the only roads running from the north (GRENOBLE SECTOR) in a south easterly direction towards the coast at NICE - CANNES and MENTON. They travel through the hilly or mountainous country of the Lower ALPS.

Secondary Roads:

The number of secondary roads in the area considered is too great for enumeration. Only those of importance, which run generally in an East-West direction from LYON-AVIGNON road to the GRENOBLE-MARSEILLES North-South road are listed.

ALRES - SALON - AIX. In addition to connecting with the GRENOBLE-MARSEILLES road, it also connects with the coastal route AIX-BRIGNOLES-FREJUS.

TARASCON - CAVAILLON - FORCALQUIER - LA BRILLANNE.

BOLLINE - SERRES. Two roads from ORANGE running north east join this route at TULETTE and NYONS respectively.

LIVRON - DIE - ASPRES SUR BUECHE. Runs along the DROME River Valley.

VALENCE - GRENOBLE. Runs along the ISERE River Valley. At ST. NAZAIRE it branches off so that an additional road also runs between ST. NAZAIRE and GRENOBLE.

CONFIDENTIAL

(3) ROAD TARGETS.

For purposes of this study, targets are divided into "Long Range" and "Immediate" categories, the designation being dependent only upon its distance from ANVIL.

"Long Range Targets".

Across the RHONE River:

There are 17 bridges across the RHONE from VALENCE south. Four of them are primarily rail bridges (all capable of carrying road traffic) and are listed under railroad targets. Of the remaining 13 road bridges all but one (PONT ST. ESPRIT) are suspension-type; four are heavy load class (20 tons and up), nine are light load class (5 to 13 tons). Complete isolation of ANVIL by road from the west could result from destruction of following bridges:

ARLES (S-844559). Length 550 feet. 3 span, Load class: 13.

TARASCON (S-862699). Length 1970 feet. 4 span. Load class: 10.

ARAMO N (S-892797). Length 1400 feet. 3 span. Load class: 5.

AVIGNON (S-978864). Length 1900 feet. Consists of two bridges; one, from the west side of the RHONE to ILE DE PIOT, is 10 span masonry with length of 1430 feet; the second, from ILE DE PIOT to the east side of the RHONE, is 3 span suspension with length of 470 feet. Load class for suspension bridge: 12.

ROQUEMAURE (S-949997). Length 1126 feet. 3 span. Load class: 5.

PONT ST. ESPRIT (N-850204). Length 3300 feet. 25 spans, masonry construction. Load class: 50.

BOURG ST. ANDEOL (N-843325). Length 1007 feet. 3 span. Load class: 6.

DONZERE PON DU ST. TUSSELAGE (N-880419). Length 1054 feet. 3 span with wooden decking. Load class: 5.

VIVIERS (N-878450. Length 950 feet. 3 span. Reported to be in bad condition. Load class: 9.

LA TIEL (N-871528). Length 1150 feet. 3 span. Load class: 24.

ROCHEMAURE (N-886564). Length 970 feet. 2 span. Load class: 6.

LE POUZIN (N-913758). Length 1010 feet. 3 span. Load class: 24.

VALENCE (O-010957). Length 1550 feet. 4 span. Load class: 40.

Across the ISERE River from the RHONE to GRENOBLE, destruction of five bridges would considerably delay movement from the north.

PONT DE L'ISERE (H-998028). Carries the main LYON-MARSEILLES road.

PONT DE L'ISERE Railroad Bridge. Carries the main LYON-MARSEILLES rail line. Also capable of carrying road traffic.

BOURG DE PEAGE (J-136081). Length 420 feet. 4 span, masonry construction. Carries a main road from the north to VALENCE.

BOURG DE PEAGE (J-143082). Length 470 feet. 3 span, masonry construction. Can be used as an alternate bridge to the preceding.

ST. ROMANS (J-358182). Carries an important north-south secondary road.

In addition to targets listed above there are numerous other bridges which cross the ISERE between the RHONE and GRENOBLE. These are generally unimportant. However, in the city of GRENOBLE itself there are five road bridges and one rail bridge of importance. These are not considered here, due to their number and the fact that the roads which they carry are targeted farther south under other headings in this report.

Across the DROME River: Interdiction of the main north-south road that runs along the RHONE Valley.

LIVRON (N-981771). Length 290 feet. 3 spans, masonry construction. Heavy load class.

Across the BUECHE River: Destruction of the bridge at SISTERON will cut the important GRENOBLE-MARSEILLES route. Here also several other main roads "funnel in".

SISTERON (O-8818). Length 300 feet. 3 spans and of masonry construction. Heavy load class.

Across the VAR River: To isolate the area from coastal movement from ITALY (VENTIMIGLIA) it would be necessary to destroy 6 bridges. Two of them, the railroad bridges at S-522760 and S-535872 have already been listed under rail targets D, 1 and 2.

VAR River (S-525756). Length 1150 feet. 9 span, concrete construction.

Var River (S-516800). Temporary road bridge. Length 920 feet. Wooden trestle.

LA ROQUETTE (S-533953). Length 700 feet, concrete construction.

West of UTELLE (N-537032). Length 120 feet. Single span,masonry construction.

There is another bridge across the river at S-518774 which is believed to be merely a foot bridge.

Interdiction roads leading west and southwest from TURIN area ITALY. Destruction of two bridges would block the most important routes.

NE of BRIANCON (K-435001). At this point between BRIANCON and CESANA the twin roads from TURIN funnel into one main road.

L.RCHE (N-318655). Length 128 feet, masonry construction. Carries main road running west from BORGO S D.LM.ZZO, IT.LY.

"Immediate Targets".

These include the area bounded by the DUR.NCE River (from the RHONE to MIR.BE.U), by the VERDON River (from its junction with the DUR.NCE to C.STELL.NE) and the road C.STELL.NE to GR.SSE. Destruction of bridges along this periphery will seriously retard movement from the area immediately north into .NVIL. It will also at the same time considerably delay road traffic that seeps through the cuts caused at "Long Range" targets considered above.

.cross the DUR.NCE River: There are 10 bridges across the DUR.NCE between the RHONE and MIR.BE.U of which 4 are railroad bridges, capable of being adapted to road traffic. .lthough the road bridges, with the exception of MIR.BE.U and BOMP.S which are heavy load class, are listed as capable of carrying only light and medium load classes it is believed that they can sustain all necessary traffic except heavy tanks.

South of .VIGNON - Railroad bridge (S-974827). Length 1600 feet, 21 span, masonry construction. Carries the main RHONE Valley rail line.

North of ROGNON.S - Road bridge (S-985825). Length 1300 fee, 4 span suspension, load class 10. Carries the alternate .VIGNON-M.RSEILLES road.

BOMP.S - Road bridge (T-073797). Length 1660 feet, 4 span suspension. Load class: 20. Carries the main .VIGNON-M.RSEILLE road.

South of C.V.ILLON - Road bridge (T-166733). Length 1050 feet, single span suspension. Load class: 4. Carries the important east-west road, from T.R.SCON to C.V.ILLON.

ORGON - Railroad bridge (T-180692). Length 1080 feet, 5 span, masonry construction. Carries the alternate .VIGNON-MIR.M.S-M.RSEILLE line.

M.LLEMORT - Road bridge (T-285638). Length 1300 feet, 3 span suspension. Load class: 7. Carries a minor road which connects the two roads on either side of the river.

South of C.DENET - Road bridge (T-440613). Length 850 feet, 3 span suspension. Load class 10. Carries a secondary road which runs generally north-south.

PERTIUS - Road bridge (T-548568). Length 700 feet, 2 span suspension. Load class 10. Carries a secondary road which runs generally north-south.

PERTIUS - Railroad bridge (T-588560). Length 850 feet, 5 span, masonry construction. Carries the important GRENOBLE-M.RSEILLE rail line.

MIR.BE.U - Road bridge (T-684600). Length 600 feet, 1 span suspension. Load class 50. Carries the important GRENOBLE-M.RSEILLE main road.

.cross the VERDON River: There are ten road bridges across the VERDON between its junction with the DUR.NCE and C.STELL.NE. Of these 10 bridges, 3 are omitted as targets since they carry paths that are not capable of handling military traffic. .lthough only secondary and minor roads cross the VERDON, the river

is still an important barrier to movement from the north.

VINON Road Bridge (T-800645). Length 210 feet, 3 span, masonry construction. Carries a secondary road that runs generally north-south.

QUINSON Road Bridge (T-980616). Length 90 feet, single span, masonry construction. Carries an important secondary road that runs generally north-south.

MONTPEZAT Road Bridge (U-030674). Length 90 feet, single span, masonry construction. Carries a secondary road that runs generally north-south.

GARUBY Road Bridge (U-096698). Length 400 feet, 4 spans, masonry construction. Carries a secondary road that runs generally north-south.

LE PONT Road Bridge (U-131740). Length 420 feet, 8 spans, masonry construction. Carries an important secondary road from RIEZ to AUPS.

PONT DE SOLEILS Road Bridge (U-302755). Length 140 feet, single span, masonry construction. Carries the important secondary road from CASTELLANE to LES ARCS where it joins with the BRIGNOLES-FREJUS road.

CASTELLANE Road Bridge (U-359803). Length 190 feet , single span, masonry construction. Carries the important CHATEAU ARNOUX-CANNES main road.

Interdiction of bridges along the CASTELLANE-GRASSE road:

The destruction of 3 bridges along the CASTELLANE-GRASSE road will complete the "Immediate" ring of isolation around the ANVIL area.

LA BATIE Road Bridge (U-428766). Across the JABRON River. Length 100 feet, single span, masonry construction.

SERANON Road Bridge (U-467729). Across the ARTUBY River. Length 115 feet, concrete construction.

Northwest of GRASSE Road Bridge (S-288796). Across stream. Length 65 feet, single span, masonry construction.

d. RIVERS:

The most important step in the interruption of all German movement is the destruction of communication targets across the RHONE River, since it controls all traffic from the west and south-west.

From VALENCE south to its mouth, there are 17 bridges, four being rail. (The LA VOULTE Road Bridge is not considered in this study as it was demolished by the French in 1940 and no efforts to repair it have since been made). The cutting and keeping cut of all these bridges (it is expected that first priority will be given by the TODT organization to their repair) could effectively stop all movement across the river.

Inasmuch as fording is impossible, due to the depth and irregularity of the river bottom, the Germans would have to rely upon ferry sites, barges and pontoon bridges to bring supplies

from the west into the battle area. Pontoon bridges would have to be constructed under severe handicaps because of the high velocity of the current and could be taken out by either bombing or straffing. Ferry sites and barges would be a poor substitute at best for bridges in addition to presenting excellent air targets. It is doubtful if the amount of supplies or personnel that could be ferried or brought across the RHONE in barges would warrant the time and labor entailed, since it is believed that the Germans will take the easier path of routing traffic across the RHONE at a point north of VALENCE and then attempt to filter it south into the battle area.

There are six ferry sites from VALENCE south. Three of them (2 at LA VOULTE, 1 at LE SALIN DI GIRAUD) have prepared approaches and are capable of carrying vehicular traffic. The other three (VALLBREUGES, ST. ETIENNE, CRAUS) have bad approaches, are light ferry sites and would require heavy work to make them suitable for military traffic.

Navigation on the RHONE, especially between VALENCE and AVIGNON is dangerous due to the swift current and uneven depths. However, there are barges available that are capable of being used, length 213 feet, capacity of 5/600 tons.

3. THE FRENCH RESISTANCE GROUPS - SOUTHERN FRANCE.

The French resistance groups in southern France, generally termed "MAQUIS", are scattered over a wide area. Their strength is variable, in some places they are much more strongly entrenched than in others. It must be understood that their location in any specific place at any specific time is subject to sudden change, so that the best that can be done is to give the areas of concentration as now known and as changes occur such information will be disseminated.

The tactics employed by these groups are similar to those employed by the Partisans in YUGOSLAVIA. They take to the hills during the day and come out at night, at which time they sabotage railroads, burn trucks and in many instances actively engage formidable groups of the German Army.

There have been a number of figures on the strength of these groups but it has been agreed that the following figures are approximately correct and are on the conservative side.

(a) Total trained and armed: 15,000 to 20,000.

(b) Total mobilized, but not armed, approximately 50,000.

(c) Total additional volunteers, ready to be called up (not armed) 28,000.

There are two areas in southern France which are almost completely controlled by the Resistance Groups. These are:

(a) AIX area, bounded by AMBERIEU (T-3411), OYONNAUX, FORENS, and the RHONE River.

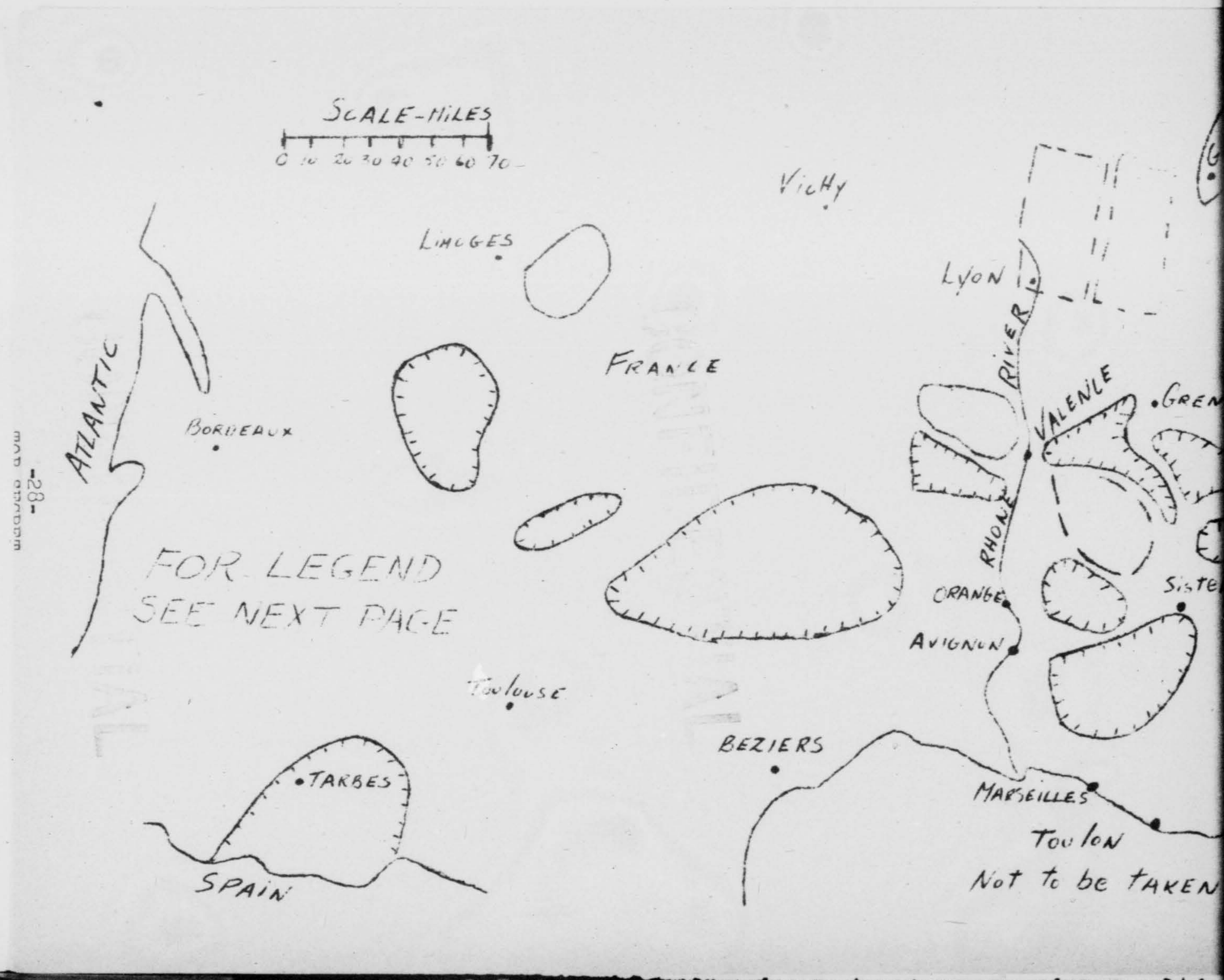
(b) ARDECHE area, bounded by ANNOUAY (H-8429), PERAY (N-9897) and MONTFAUCON (H-5523).

On the attached map are shown the various areas in which the "MAQUIS" are active, with relative strength indicated. Of necessity this will be subject to change as the tactical situation changes. It can be readily seen that in order to prevent

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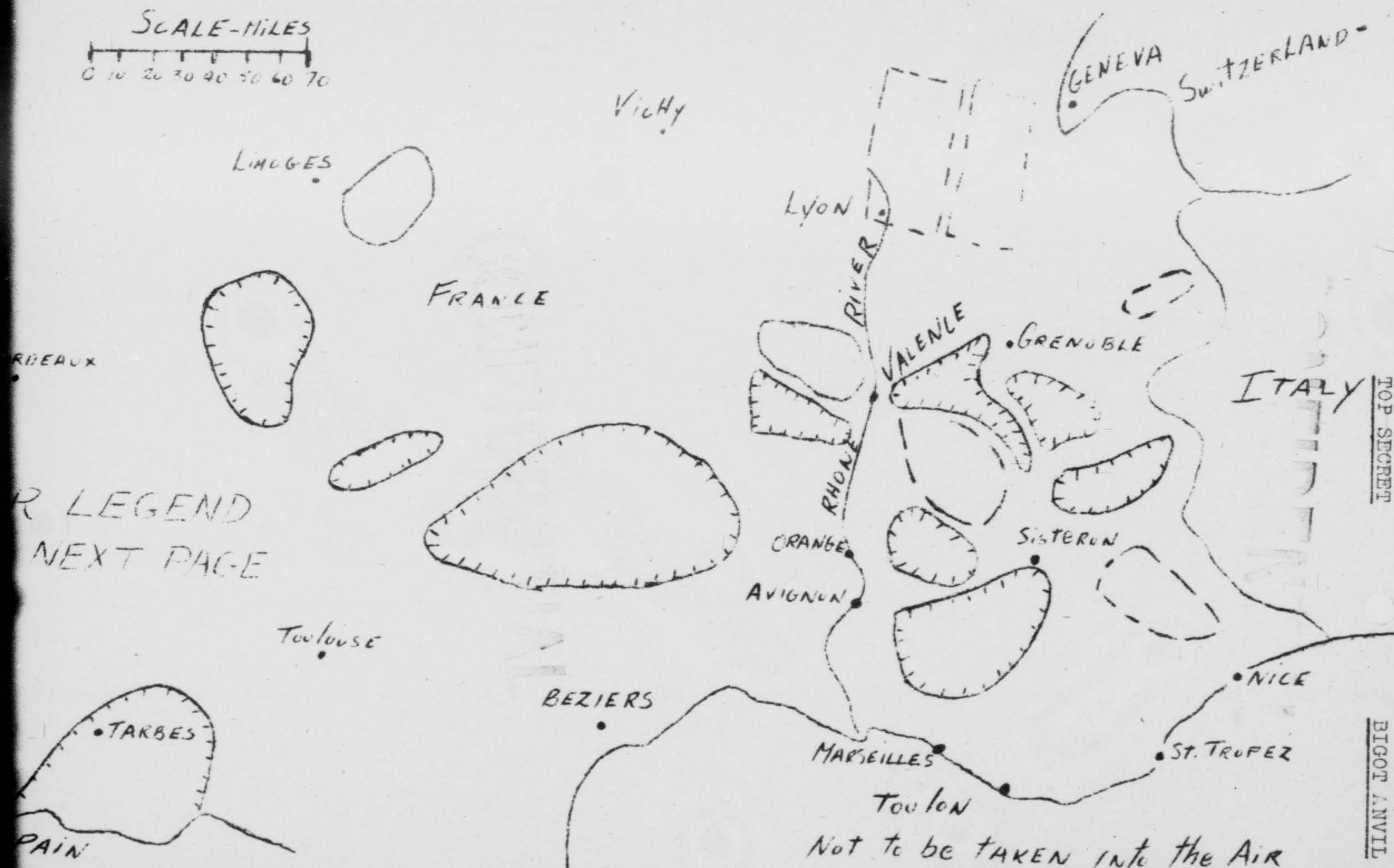


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unnecessary bombing of targets already destroyed by Resistance Groups, as much additional information as possible is necessary. As the situation develops this will be issued, showing as closely as possible the current position.

Of immediate operational importance is the necessity that pilots know in what direction to head for help and assistance, in the event of bailing out over southern France.

MAP LEGEND:

Areas where Resistance Groups are organized in sufficient strength to withstand concentrated enemy attacks.

Areas held by Resistance Groups in some strength but where they are not sufficiently organized to counteract any heavy enemy attacks.

Approximate zones of Resistance operation, not actually held by the local groups, but where they operate in a rather fluid state, moving from place to place.

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4. TECHNICAL INTELLIGENCE AND INTERROGATION OF PW'S.

A MAAF Field Intelligence Unit will be located in close proximity to Hqs XII TAC at all times. This unit will include a CSDIC Section and a Technical Intelligence Section, as well as a detachment of R.A.F. Regiment for guard purposes. It will be responsible for:

(a) Interrogation of enemy air PW's and appreciation of PW's personal effects and all enemy air documents.

(b) Examination and disposal of all captured enemy air equipment, such as aircraft, signals equipment, bombs, ammunition, etc.

The following paragraphs are taken from M.A.A.F. Directive MAAF/S6709/INT dated 23rd April, 1944 on "Interrogation of Air Prisoners of War and handling of captured enemy air equipment", and amended for the purposes of this operation:

In order that the Unit might work efficiently, information on air prisoners who have been captured will immediately be passed by the most expeditious means available to Headquarters, Field Intelligence Unit. This Unit will always be available through XII TAC. The location of prisoners should always be given as acurately as possible. It should also be stated whether they are wounded or not.

All personal effects will be taken from PW's immediately they are captured and placed in separate envelopes. PW's will be segregated and held until the arrival of an Air Interrogation Officer, or will be forwarded to the nearest PW Camp - personal effects in charge of the escort - and the organization informed.

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Interrogation or any other form of contact with air PW's by unauthorized persons, regardless of rank, is specifically prohibited. Interrogation Officers carry a special C.S.D.I.C. pass issued by A.F.H.Q., also a pass issued by 7th Army and Identification Cards.

In the event of enemy air documents coming into the possession of any Unit they will be sent immediately to Headquarters, Field Intelligence Unit, c/o XII TAC. Documents will be accompanied by a statement giving:

Place, date and time found.
Information about any enemy aircraft crash with which they may be connected.

Definition of Documents and Effects. The term document includes maps, sketches, orders, technical manuals and instructions, code sheets or books, war diaries, diaries, inspectors note books, service records, pay rolls or pay books, shoulder straps, badges and any other insignia, decorations, identifying marks or uniforms and pieces of equipment, post-cards, letters, photographs, records of Headquarter and post and telephone offices, telephone exchanges, banks, police stations municipal and government offices, brothel tickets, identity discs and anything of a similar nature.

Guards will be posted on crashed enemy aircraft or any other captured enemy air equipment or material immediately by the nearest unit pending the arrival of an officer of the Technical Intelligence Section, Field Intelligence Unit or of 2788 Squadron, R.A.F. Regiment.

Immediately the existence of a crashed enemy aircraft or captured enemy air material other than documents is known to an Air Force, Army or Navy unit a report will be made by the most expeditious means giving a brief description of the aircraft or equipment and its location to A-2 Duty Officer, XII TAC, who will pass the information to H.Q. Field Intelligence Unit.

Looting, acquiring souvenirs in any form or tampering with a crashed enemy aircraft is specifically prohibited. Penalties are severe. Nothing will be removed from an aircraft unless in the case of fire when maps and documents will be removed and safe-guarded until the arrival of an Air Interrogation Officer or Technical Intelligence Officer.

Technical Intelligence Officers must sanction the disposal of enemy aircraft, RADAR or air material. Crashed enemy aircraft may be removed prior to receiving authority to do so only when an important highway or railway is thereby blocked or when the aircraft is causing obstruction on an air field.

5. MAPS, PHOTOS AND MOSAICS:

a. MAPS:

The following procedure will govern the procurement of maps:

(1) All units or detachments boarding ship in ITALY prior to "D" day will find maps already provided aboard ship.

(2) All units or detachments boarding ship in ITALY subsequent to "D" day will secure maps directly from one of the following map depots:

A.A.I., ROME Map Depot or 12th Field Survey Depot, Naples.

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(3) All units in CORSICA will normally requisition maps through A/C of S, A-2, 87th Fighter Wing. However, if more convenient, maps may be drawn directly by group or separate squadron S-2's from the Map Depot, Engineer Depot, Northern Base Section, AJACCIO. Telephone number of the map depot is MILLER 15.

A 60-day stock of all maps will be carried into ANVIL by each unit S-2.

(4) The plan of the Engineer, Seventh Army, for distribution of maps in ANVIL is as follows:

2 mobile depots, carrying ground maps and a small number of 1/250,000 Army/Air maps, will be located in ANVIL with VI Corps Headquarters, landing on "D" day. When II French Corps is set up ashore, one of these mobile depots will be attached to it.

A regular map depot will also land on "D" day and will be set up as soon as possible thereafter in ANVIL. The intended location of this depot is presently unknown. On D plus 7, a limited supply of 1/500,000 Air Maps will be stocked there.

In emergency, group or separate squadron S-2's may draw directly from either of these depots.

As soon as possible, a base map depot will be set up in ANVIL. Further details are tentative but will be supplied when available.

b. PHOTOS:

Annotated photos of various targets, including guns, strong points, bridges, dumps, etc., are being distributed, together with an explanation of target numbers and corresponding photo numbers.

c. MOSAICS:

Photo mosaics of ANVIL, scale 1/25,000, will be issued to each unit concerned. In addition, litho-photo mosaics, scale 1/10,000, will be issued in sufficient quantity so that they may be used in any manner desired. These litho-photo mosaics may be taken into the air and used exactly like regular target charts.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

Leavitt Corning Jr.

LEAVITT CORNING, JR.,
Lt. Colonel, G. S. C.,
A/C of S, A-2.

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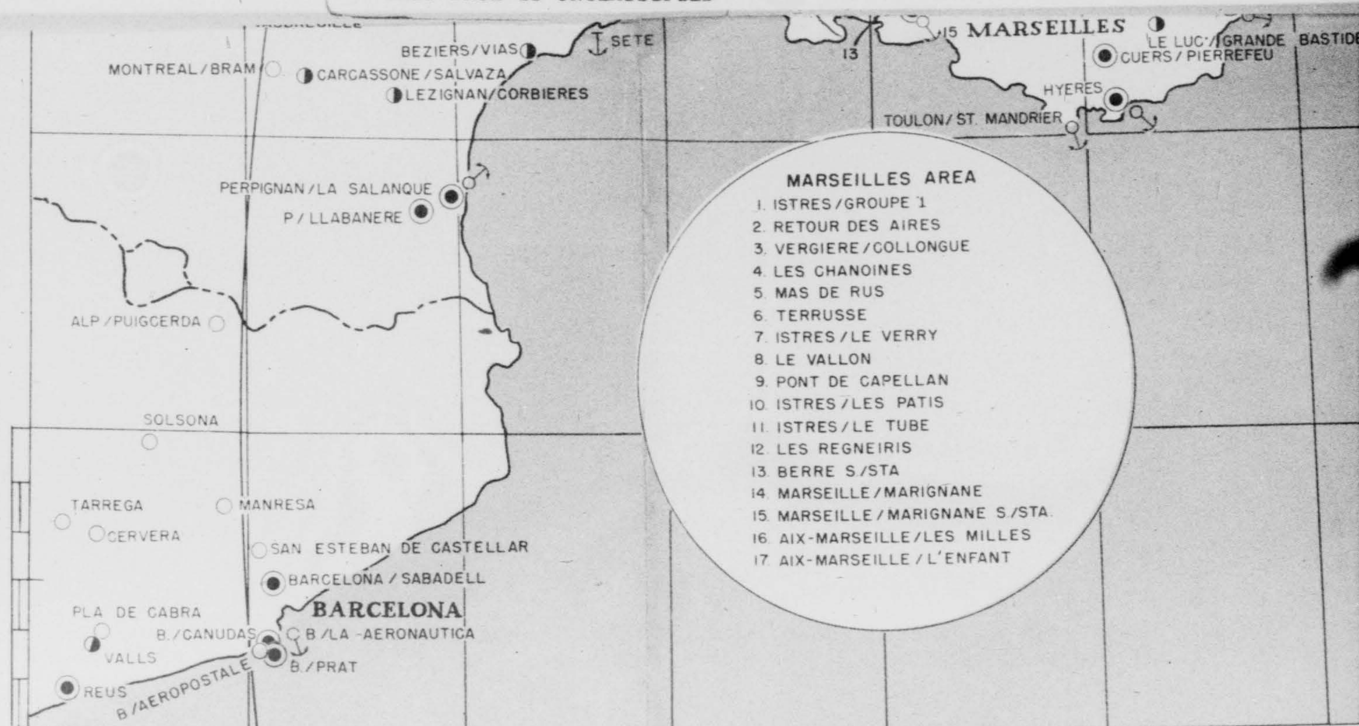
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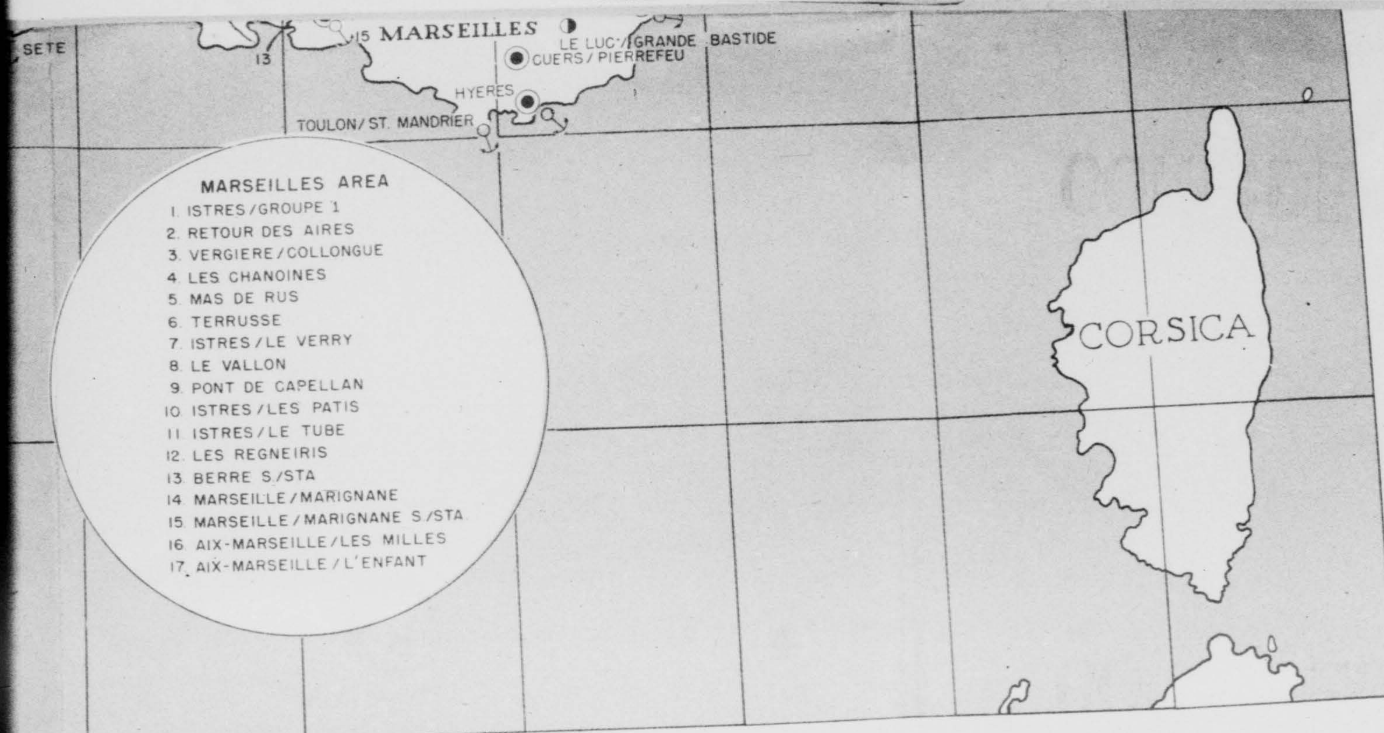


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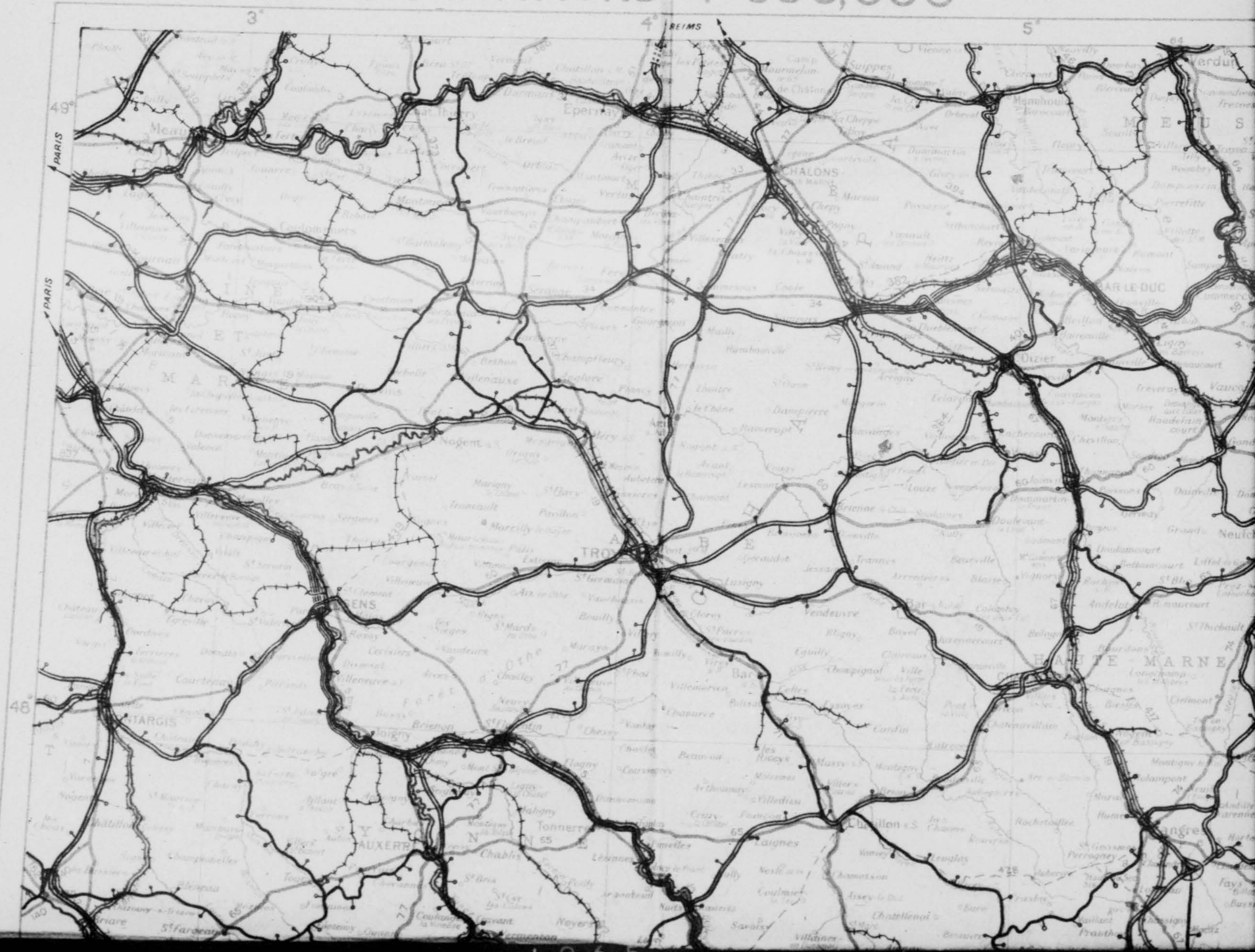



SETE
13
15 MARSEILLES
LE LUC / GRANDE BASTIDE
CUERS / PIERREFEU
HYERES
TOULON / ST. MANDRIER
MARSEILLES AREA
1. ISTRES / GROUPE 1
2. RETOUR DES AIRES
3. VERGIERE / COLLONGUE
4. LES CHANOINES
5. MAS DE RUS
6. TERRUSSE
7. ISTRES / LE VERRY
8. LE VALLON
9. PONT DE CAPELLAN
10. ISTRES / LES PATIS
11. ISTRES / LE TUBE
12. LES REGNEIRIS
13. BERRE S./STA
14. MARSEILLE / MARIGNANE
15. MARSEILLE / MARIGNANE S./STA
16. AIX-MARSEILLE / LES MILLES
17. AIX-MARSEILLE / L'ENFANT
CORSICA

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S.E. FRANCE

EUROPE COMMUNICATIONS 1:800,000



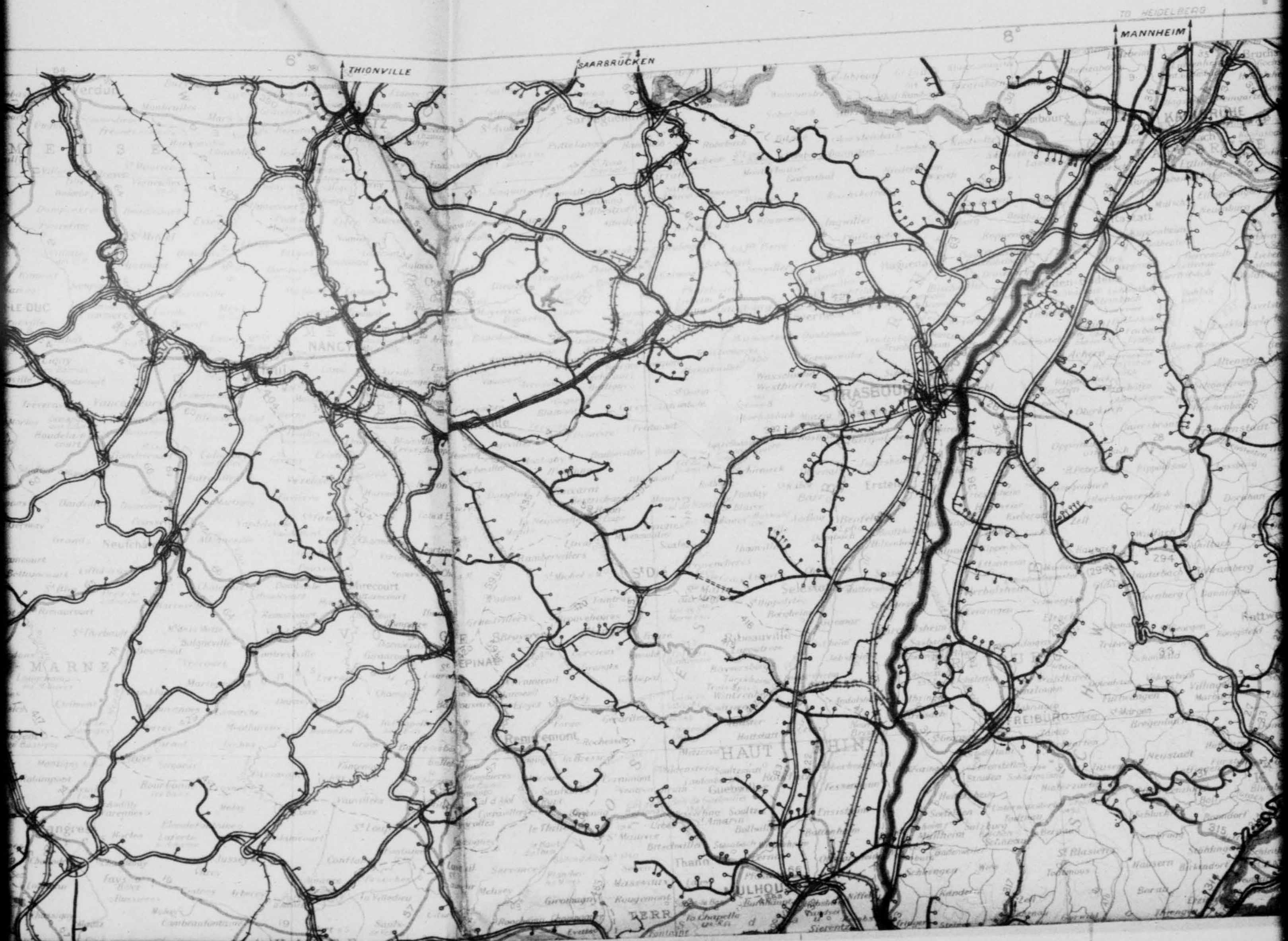
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NCE AND SWITZERLAND



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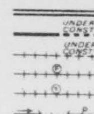
FIRST EDITION



REFERENCE

RAILWAYS

Double track, standard gauge
Single track " "
Narrow gauge lines
Funicular
Tramways
Electrified lines, Tunnels, & Stations



ROADS

FRANCE

Main Roads, *Routes Nationales* with route numbers
Over 6 metres wide, metalled or paved.

GERMANY

Motor Highways, *Reichsautobahnen* (Independent of road system)
2 Carriage ways each metalled & 7.5 metres wide
Connecting point with road system where known — UNDER CONST'N
Main Roads, *Reichsstrassen* with route numbers
Metalled & mostly 6 metres wide
Other Main Roads, (Mostly *Landstrassen I Ordnung*)
Metalled & 5.5 metres average useful width

SWITZERLAND.

Main Roads
Generally 6 metres (19 feet) wide or over, Metalled
Other Main Roads,
Generally 5 to 6 metres (16 to 20 feet) wide, Metalled

ITALY

National Highways, *Autostrade*
8 metres (26 feet) wide, Metalled
Main Roads, *Strade Statali*, with route numbers
Generally 6 metres (19 feet) wide or over, Metalled
Other Main Roads, *Strade di grande communicazione*
Generally 5 metres (16 feet) wide or over, Metalled

The above are the standard national road classifications as formulated by M.I.10 (c) and used on G.S.G.S. 1:250,000 and larger scale maps.

Other important connecting routes.
Less than 5 metres (but generally over 3 metres) wide
(3 to 6 metres in France)
(Road classification is not based on reconnaissance. Its reliability is uncertain)

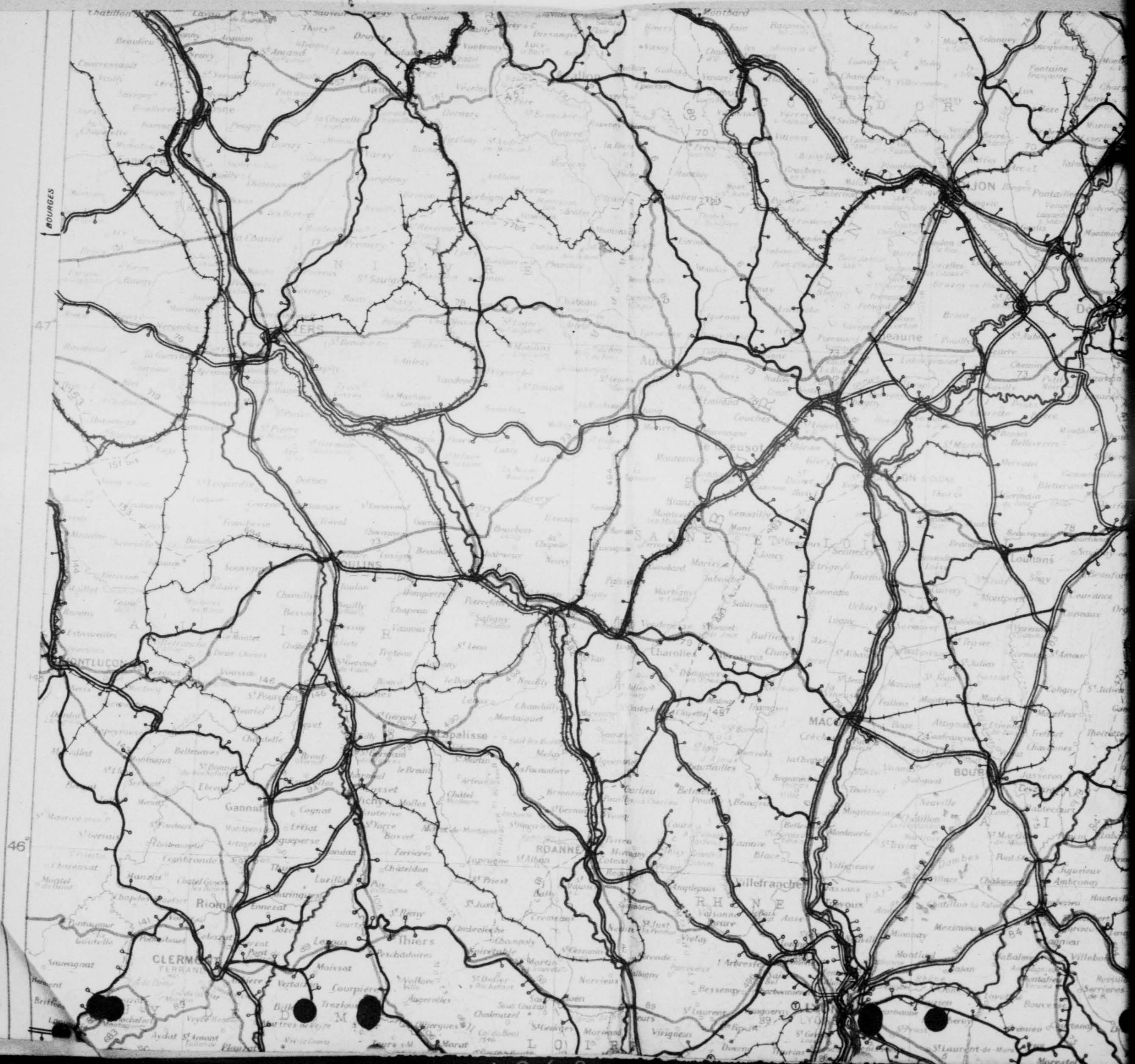
PRINCIPAL WATERWAYS

Waterways navigable for craft of about 1000 tons or over — RIVERS CANALS
" " " " " " 550 to 1000 tons

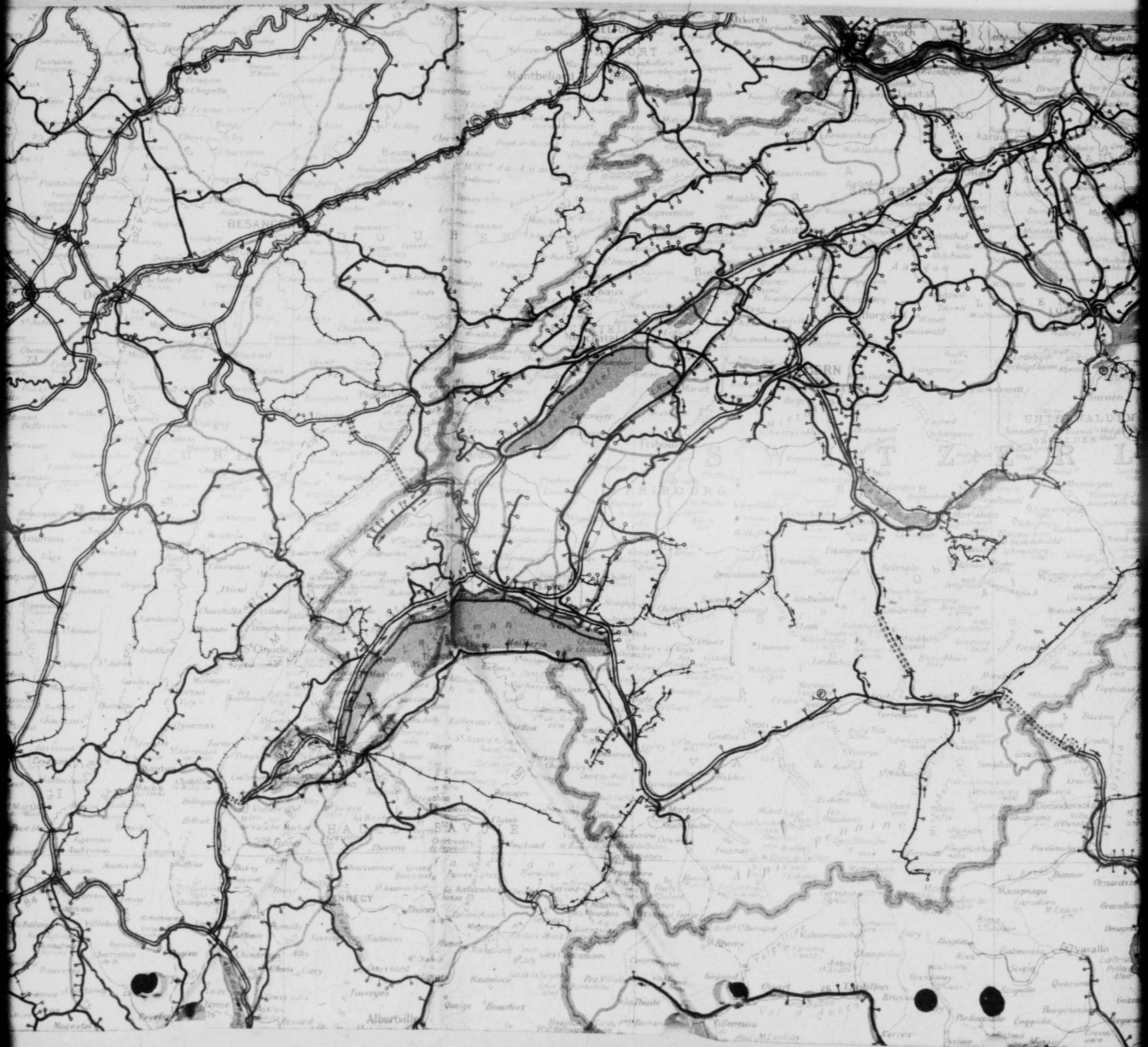
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Baume
Poligny
ANNECY
Albertville
Sion
Martigny
Thun
Varallo

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" " " " " " 200 to 550 tons

" " " " " less than 200 tons

Tonnage denotes carrying capacity



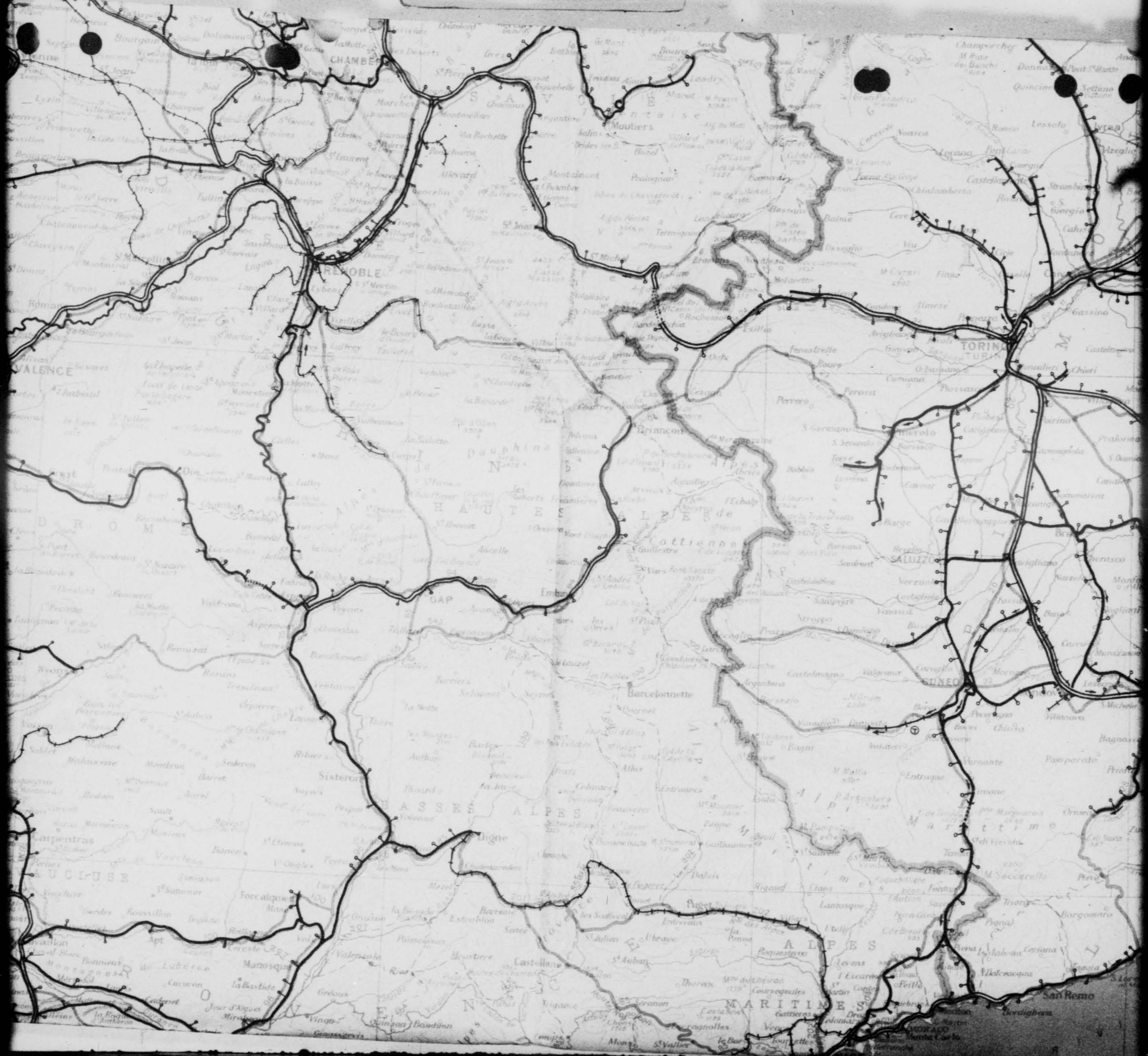
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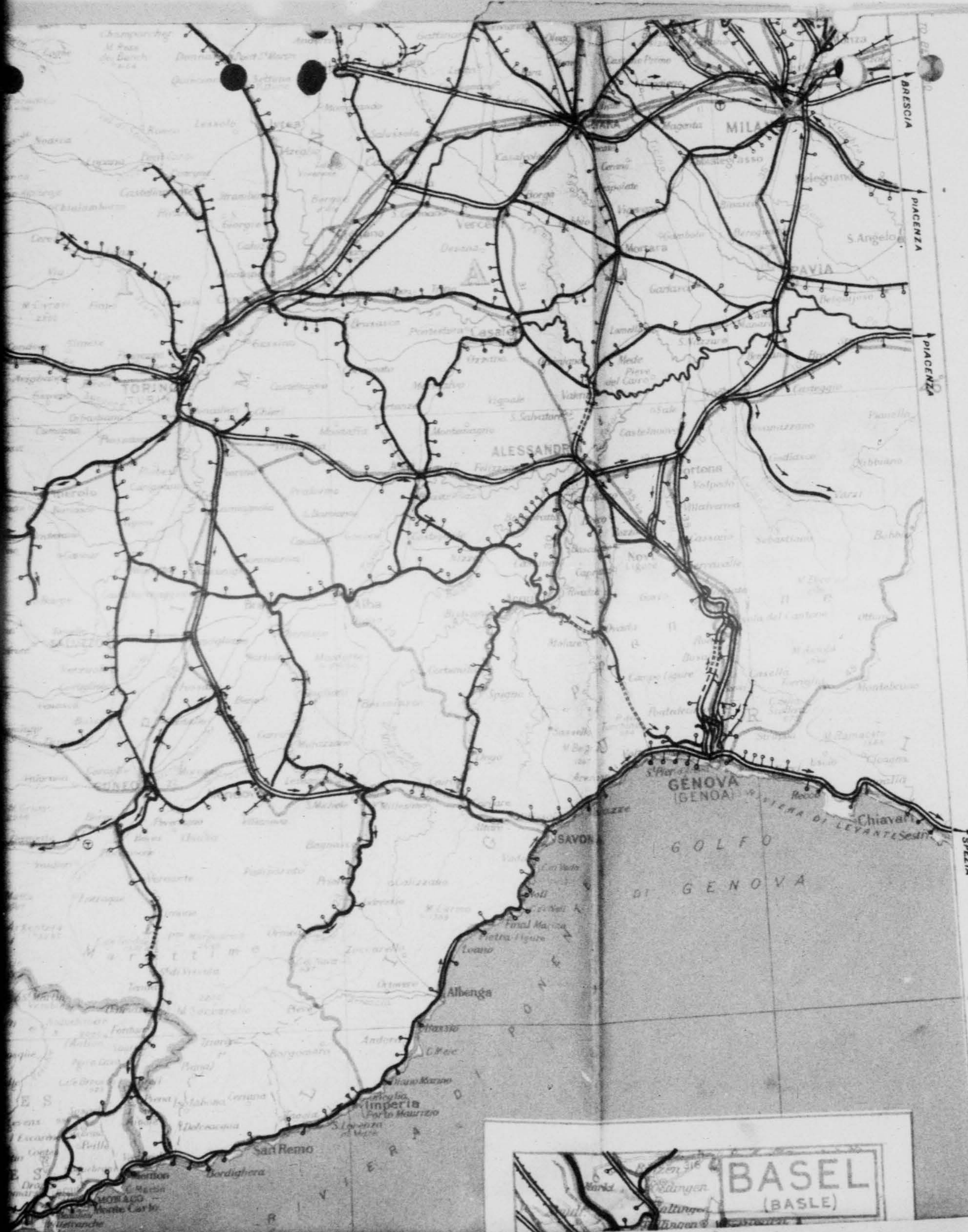


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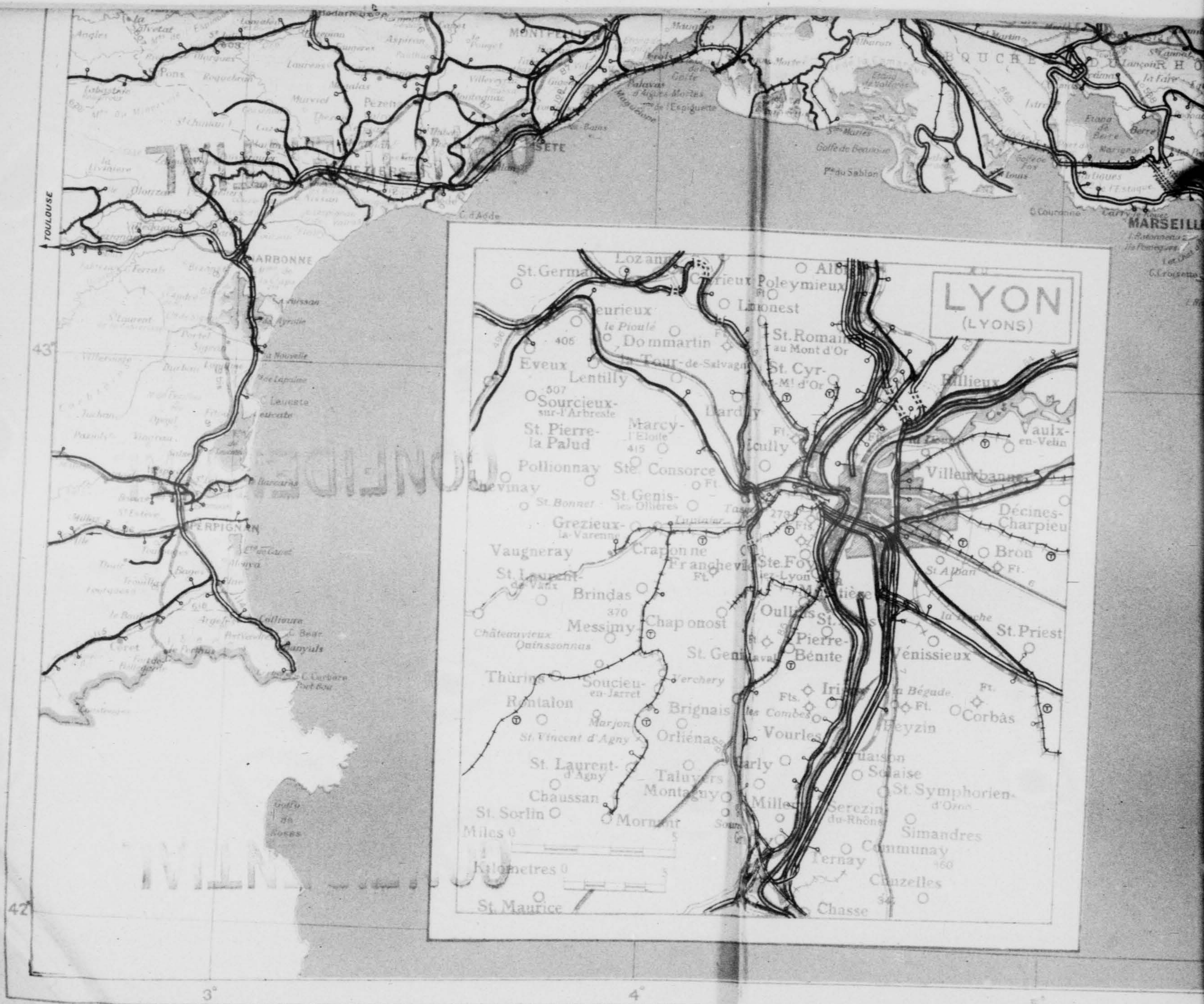
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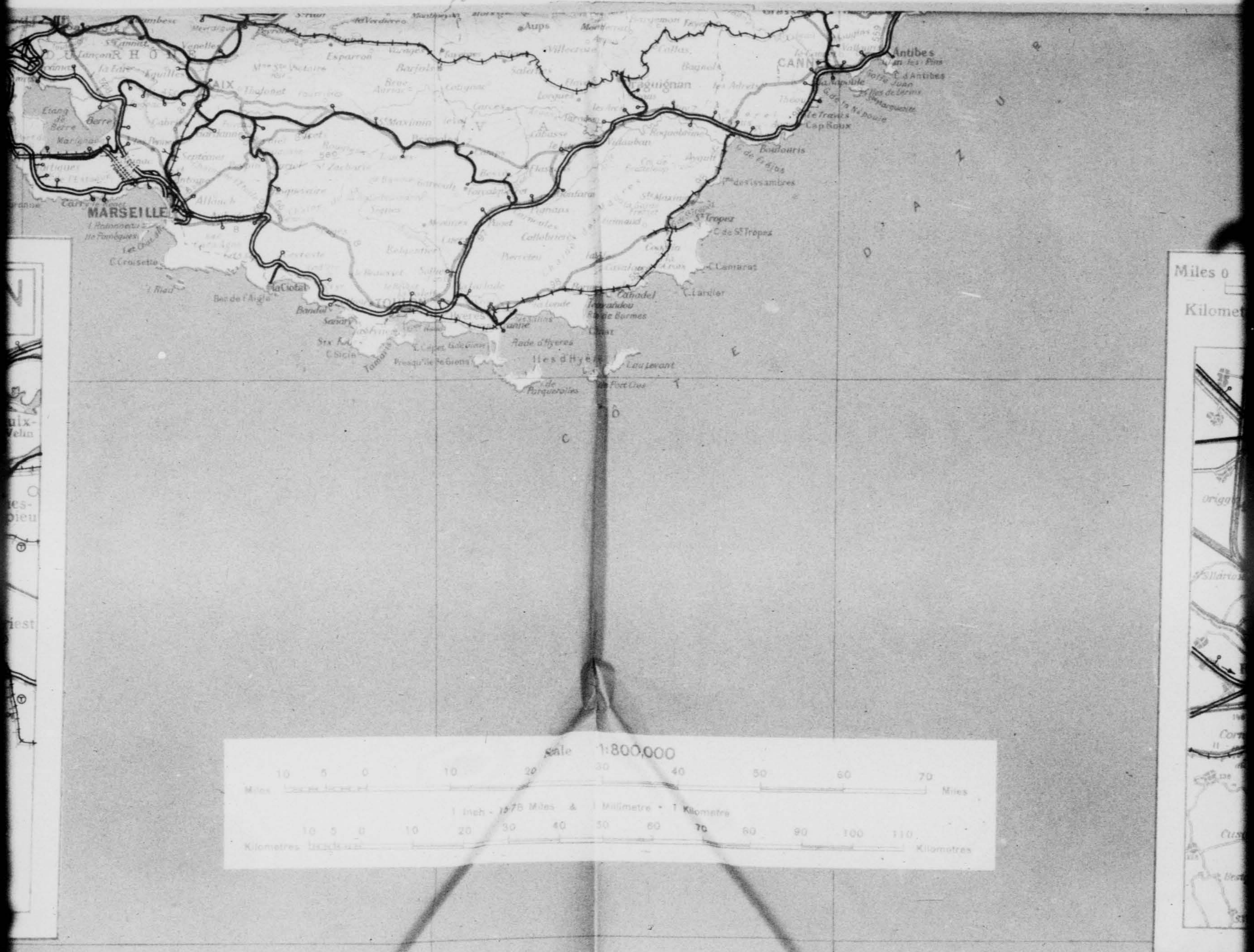
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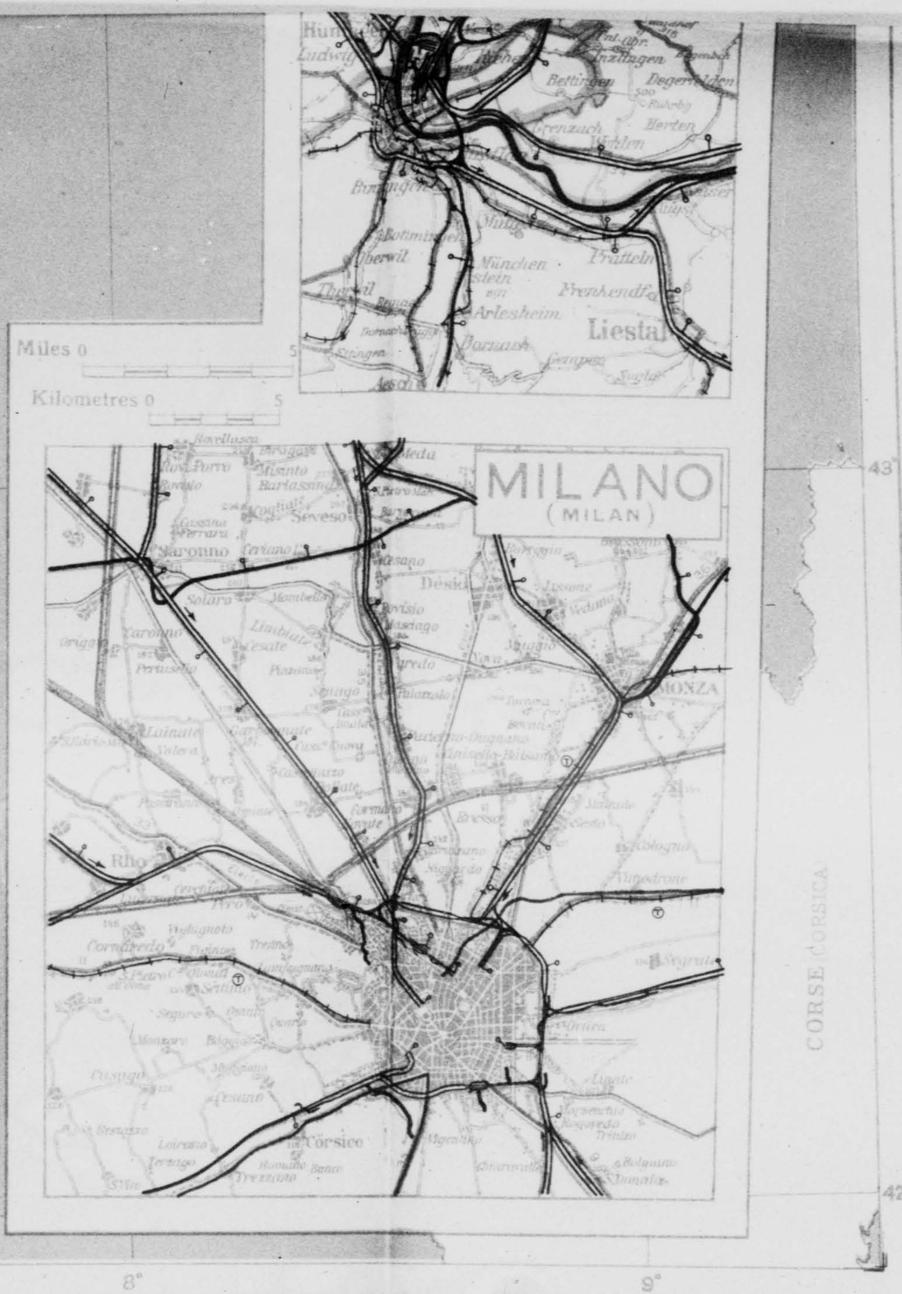


Geographical Section, General Staff, Nº 4436
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:CG, XII TAC :
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:28 July 1944:
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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

D-PBA-ema

28 July 1944

ANNEX NO. 5
To Operations Order No. 1.

AIRFIELD PLAN - "ANVIL"

SECTION I - Airfields Prior to D-Day.

A. All operational units of XII Tactical Air Command will be based on Corsican Airfields. Inclosure 1 (One) locates airfields and units of XII Tactical Air Command in Corsica.

SECTION II - Airfields After D-Day.

A. Present plans for location of "ANVIL" airfields, with probable dates of completion are listed:

UNIT	AIRFIELDS	LOCATION	PROBABLE COMPLETION	DESCRIPTION
Crash Strip	St. Raphael area	U-543333	D ≁ 2	100 x 3000'
324 Wing	Ramatuelle	U-507107	D ≁ 6	100 x 3000'
225 Sqdn	Ramatuelle	U-507107	D ≁ 6	100 x 3000'
322 Wing	Frejus	U-504357	D ≁ 6	100 x 3000'
2/33 Sqd (F)	Grimaud	U-430172	D ≁ 8	100 x 6000'
111 Sqdn	Grimaud	U-430172	D ≁ 8	100 x 6000'
23 P.R.U.	Grimaud	U-430172	D ≁ 8	100 x 6000'
324 Group	St. Raphael	U-528348	D ≁ 11	100 x 6000'
27 Group	Le Puget	U-502376	D ≁ 13	100 x 6000'
79 Group	Les Arcs	U-332353	D ≁ 15	100 x 6000'
57 Group	Vidauban	U-304297	D ≁ 17	100 x 6000'
251 Group	Cogolin	U-426154	D ≁ 17	100 x 3000'
4 Group (F)	Gonfaron	U-215238	D ≁ 18	100 x 6000'
86 Group	Cuers/Pierrefeu	U-073116	D ≁ 20	100 x 6000'
47 L.B.G.	Moves to St. Raphael and 27 Gp. to La Crau upon completion.	U-027018	D ≁ 25	100 x 6000'

Inclosure II (Two) gives map location of "ANVIL" airfields.

B. (1) "ANVIL" airfields are to be constructed by Aviation Engineer units of AAFSC/MTO. Movement of Engineer units to "ANVIL" are scheduled as follows:

DATE	UNIT	DESCRIPTION
D-Day	809th Battalion	2 Reinforced Companies Complete
D ≁ 4	817th Battalion	Complete
D ≁ 8	845th Battalion	Less 2 Companies
D ≁ 12	845th Battalion	Remainder of Battalion
D ≁ 15	904th Battalion	Detachment
D ≁ 15	809th Battalion	Detachment
D ≁ 20	904th Battalion	Remainder
D ≁ 20	809th Battalion	Remainder
D ≁ 20	814th Battalion	Complete

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(2) Two additional Aviation Engineer Battalions have been alloted to "ANVIL" for construction of permanent all weather airfields between D ≠ 35 and D ≠ 50. The movement of the two Battalions for all weather work depends upon priority of shipping and the departure time is not yet definite.

C. "ANVIL" airfields for XII Tactical Air Command will conform with specifications used in Western Italy, with the exception of three emergency assault airfields to be constructed for fighters only. Standard specifications call for a runway 200' x 6000' of compacted earth (minimum 150' x 5000') with an oval perimeter taxiway 60' in width connecting with both ends of the runway. One hundred hardstands are required, 60' in width, staggered off the taxiways, with 300' between centers. As twelve airfields will be required to base XII Tactical Air Command Operational units in "ANVIL", all fields after the first-rush assault airfields, are to be built on standard specifications. This will allow leap-frogging of units forward to any airfields as soon as advance airfields are completed. All airfields are to be approved by Airdrome Officer, XII Tactical Air Command before construction. A daily Airdrome status report will be sent to Commanding General, XII TActical Air Command by Airdrome Officer beginning D-Day. The final location of airfields will depend upon inspection of terrain and the speed of the Army advances.

D. Air Evacuation of patients by Troop Carrier aircraft will occur in "ANVIL". No troop carrier aircraft will land at any XII TAC airfield without prior coordination by Troop Carrier representative with the CG, XII TAC. CG XII TAC will assign Air Evacuation Troop Carriers to specific airfields.

1. Upon completion of Grimaud airfield (about D ≠ 6), it may be used by Air Evacuation Troop Carriers, at a rate not to exceed 6 C-47's per hour, nor more than 60 a/c per day. Any additional airfield space required for Air Evacuation must be coordinated in the above manner.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.
DORR E. NEWTON JR.
Colonel, G. S. C.,
AC of S, A-3.

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XII T.A.C. AIRFIELDS IN CORSICA

AND LOCATION OF UNITS - PRIOR TO "D" DAY

INCLOSURE #1 (one)

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XII T.A.C. AIRFIELDS IN CORSICA

AND LOCATION OF UNITS - PRIOR TO "D" DAY

CALVI - PSP
150 x 3200 - Area Disp.
324 Wing

CALENZANA - PLS
150 x 3500 - 40 H/S
322 Wing

ST. CATHERINE - PLS
150 x 5000 - 55 H/S and area
251 Wing
225 Tac/R Sqdn

BORGO - PSP
150 x 4500
111 Sqdn, 2/33 Sqdn,
417 N.F.Sqdn, 23 P.R.U.

PORETTA - PSP
150 x 6000 - 125 H/S
86 F.G., 47 Bmb Gp. (L)

SERRAGIA - PSP
150 x 6000 - 85 Double H/S
27 F.G., 79 F.G.

ALTO - PSP
150 x 6000 - 120 H/S
57 F.G., 4 F.G. (Fr.)

AGHIONE - PSP
150 x 5500 - 95 Double H/S
1 F.G., 14 F.G.

CASA BIANDA - PLS
150 x 3000 - 55 Double H/S
Navy Aircraft Pool

GHISONACCIA - PSP
150 x 6000 - 130 H/S
324 F.G.

SOLENZARA - PLS
150 x 6000 - 140 H/S
415 N.F.Sqdn, Navy N.F.

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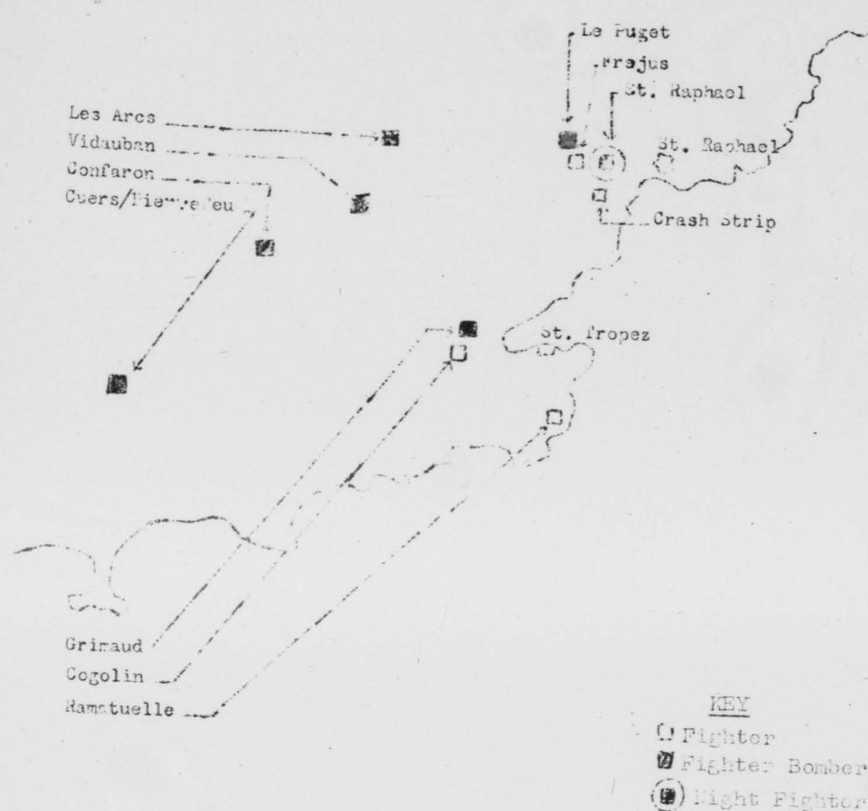
INCLOSURE #1 (one)

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AIRFIELDS I ANVIL AREA



KEY
Fighter
Fighter Bomber
Night Fighter

ANNEX #5

Incl. #2

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

ANNEX NUMBER 6
To Operation Order Number 1

AIR DEFENSE PLAN

1. The XII Tactical Air Command is charged with the air defensee of the assault area after the convoy crosses a line 40 miles from shore. (Assault area extends 40 miles into convoy lane). Prior to this, the only defense commitment of XII TAC is to aid MACAF (63rd Fighter Wing) by supplementing their aircraft with those assigned to XII TAC.

2. Of the units assigned to XII T C, the following units have been allotted for air defense, protection of shipping forty miles from assault area and the assault area.

	UNIT	TYPE A/C
PARTIALLY	27th Fighter Bomber Group	P-47
	57th Fighter Group	P-47
	79th Fighter Group	P-47
	1st Fighter Group	P-38
	14th Fighter Group	P-38
	Carrier Based Aircraft	
PRIMARILY		
	324 Wing (RAF)	Spit IX
	415th Night Fighter Squadron	Mark VIII Beau
	MACAF Night Fighters	Mark VIII Beau

3. Control.

A. The Fighter Control Ship will be FDT 13 whose R/T call sign is "BABY". In addition there will be two stand-by Fighter Control Ships, the H.M.S. Stuart Prince whose R/Tcall sign is "BABY TWO" and the U.S.S. Catoctin, whose R/T call sign is "BOXCAR". All controlling (except Night Fighters) will be done by the Fighter Control Ship until Sector Operations Room (SOR) is set up ashore and is able to take over the control of fighters.

B. An advanced control (Ops 4, 64th Fighter Wing) will land and set up as soon as possible. This Ops consists of one GCI/COL and a SCR 584 plus necessary controllers, plotters, etc. As soon after this as possible a complete SOR (Ops 2, 64th Fighter Wing) will join this Ops at which time all fighter control will be taken over from the Fighter Control Ships. Call sign of Ops ashore will be "BAGGAGE".

C. The Day Fighter cover will be divided into four separate partrols as follows:

(1) A patrol of 8 aircraft (P-47's) between Ste Maxime to 15 miles seaward of C Roux at 6-9000 feet. This will be known as the PEARS patrol.

(2) A patrol of 8 aircraft (P-47's) between C. Benat and Ste. Maxime at 6-9000 feet. This will be known as the APPLES patrol.

(3) A patrol of 12 aircraft (P-38's) will patrol between Hyeres Isles to Frejus at 12-15000 feet. This will be known as the GRAPE patrol.

(4) A patrol of 4 aircraft (Spitfire IX's) between Hyeres Isles and Frejus above 22,000 feet. This will be known as the PEACHES patrol.

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(5) In addition the Carrier Task Force will have carrier based planes protecting the Carrier Task Force.

(6) The above courses and altitudes are assigned at the start of the assault. They will be changed by the Controller to meet any tactical situation or weather condition as it occurs.

D. Night Fighters.

(1) The Night Fighter cover of the assault area to 40 miles seaward of the assault area will consist of 4 aircraft from dusk to dawn, with an additional 2 aircraft on the dusk patrol and an additional 2 aircraft on the pre-dawn patrol. On approaching the assault area, each Night Fighter will check into the Fighter Control Ship, who will turn them over to a GCI/COL or give them an altitude to orbit in the area until a GCI is able to take them over.

(2) Originally there will be three GCI's mounted on LST's, and as soon as possible two GCI's and one Type 14 will be set up ashore to control night fighters. Two LST's will have Mark VIII, A-1 Beacons for positioning Night Fighters.

(3) The assault area will be an IAZ at night. No friendly aircraft will fly over this area at any altitude during this time. Controllers will patrol Night Fighters clear of this area and will warn Night Fighters when they are approaching the IAZ.

4. Anti Aircraft.

A. The Anti Aircraft Offier, Seventh Army, will provide two AA Officers for each J.O.R. (Joint Operations Room). These officers are the AALO (AA Liaison Officers) and are the representatives of the AAO, Seventh Army. The AALO will pass information obtained from the control board, to the AAOR (AA Operations Room), such information to furnish an early warning of the approach of hostile or unidentified A/C and to include:

(1) Plot Number.
(2) Coordinates.
(3) Number of Planes.
(4) Altitude.
(5) Direction of Flight.

B. During the first phase of the operation, location of plots will be given in the clear and according to geographical areas; i.e., town, roads, rivers, beach areas, etc. The reason for this method rather than MAFOG coordinates, being, that AA Units receiving the information will be S.P. (self-propelled), AW's (Automatic weapons) and guns not equipped to transpose MAFOG coordinates to Army Grid.

5. Air Raid Warnings.

A. Air raid warnings will be the responsibility of the Naval Task Force Commander. A Naval Liaison Officer will be stationed on the Fighter Control Ship to whom the controller will pass all information on the air situation.

B. Complete responsibility for the issue of air raid warnings to both shipping and AA Defense in the assault area shall rest upon the Naval Task Force Commander. When the SOR is established on shore and upon the agreement of the Air Task Force Commander, the Naval Task Force Commander and the Army Commander, this responsibility will be delegated to the SADC (Sector Air Defense Commander). Precise conditions under which air raid warning will be issued will be as established between XII TAC, 7th Army Commander and the Naval Commander.

C. Upon the AAOR becoming Operational, which is expected by dusk of D-Day, plots emanating from the J.O.R. will be given in NAFOG. The AAOR will contact the AALO, at the J.O.R. requesting him to tell all sites to change to the AAOR.

D. Communications

(1) Two radio channels from each J.O.R. are to be provided. One HF (Two-way 50 Watt Set) on 2370 KC with 4180 KC as an alternate frequency for communication with the AAOR and one FM set on 27.3 MC for transmitting only to the S.P. units. The two transmitters will be linked together thru a single mike, providing a simultaneous early warning broadcast on the two frequencies. The FM set is to be monitored only by the S.P. AA units.

(2) The call name "VISOR" will be used between the AALO and the AAOR. VISOR by AAOR and VISOR 1, 2 or 3 by the respective AALO's.

(3) The frequency of 4180 KC is designated as an alternate frequency to 2370 KC. The change will be effected by the code words "Go to Search". This code will be used to change to either frequency 2370 KC being "Search 1" and 4180 KC "Search 2".

(4) The AALO may use the code word "CALM" signifying that friendly A/C are in the vicinity of the plotted flight and that AAA must institute positive recognition to avoid engaging friendly A/C. It does not restrict AA from firing.

(5) The code word "CLOUDY" will follow any unidentified plot that turns friendly.

(6) When the S.O.R. (Sector Operations Room) is operational on shore and communications have been established between the S.O.R. and AAOR, the AALO at the S.O.R. will relieve the AALO's at the J.O.R. using the same frequencies of 2370 KC and 4180 KC.

6. Identification. Identification of aircraft is the responsibility of the controller. He will be aided by the following means:

A. The movement liaison section will be organized to obtain and distribute to those concerned, all information relating to the movements of friendly aircraft passing through the area for which the XII TAC is responsible.

B. The physical organization of the movement liaison section for the Operation "ANVIL" will be as follows: The Chief MLO, with headquarters on Corsica with the 63rd Fighter Wing Combined MLO Section will have the responsibility of insuring that friendly movements are forwarded to the Fighter Control Ship, the two stand-by Fighter Control Ships, and to Ops ashore. On board the Fighter Control Ship, the two stand-by ships, and with Ops ashore will be two ML officers and two enlisted men whose duty it will be to receive, decode and present to the duty controller, friendly aircraft movements. Due to lack of facilities it is not deemed advisable to attempt to pre-plot this information, but each message relating to a flight will be recorded on standard form (See Appendix "A").

C. All questions regarding discrepancies of friendly flights will be sent to the Chief MLO by the MLO's on duty in control rooms. These inquiries will be made, however, only after it has been deemed necessary by the Chief Controller on duty. Traffic must be kept at a minimum over the existing nets in order to insure a prompt and constant flow of information to the Fighter Control Ships and Ops 4-2, 64th Fighter Wing.

D. All aircraft flying in connection with Operations ANVIL will follow IFF procedure outlined in Annex 16, Operations Order No 1, Hq XII TAC. All aircraft except long-range P-51's and PRU Spitfires will be equipped with Mark III, IFF inquisitors.

E. Routes of all aircraft approaching the assault area will be as laid in Paragraph 4, Annex 16, and Appendix B to Annex 16, Operations Order No 1, Hq XII TAC.

7. Aircraft VHF Channels.

A. Day Fighters and Fighter Bombers (Army).

(1) Channel AC-1 in "A" Button of all Spitfires and P-38's. This channel will be used for controlling high and medium cover.

(2) Channel AC-3 in "A" Button of all P-47 aircraft and will be used on all fighter bomber missions.

(3) Channel AC-4 in "B" Button of all XII TAC aircraft (A few Tac/R artillery spotting planes do not have this channel) "B" Button will be used by:

P-47 low cover
Tac/R Spot Reports
Pineapple missions

(4) Channel "C" in "C" Button of all aircraft. "C" Button will be used for:

Bomber escort
Airdrome Control
Homing
Checking with Controller
All cases not otherwise covered

(5) Channel "D" in "D" Button of all aircraft. "D" Button will be used only in case of emergency for:

Maydays
Air-Sea Rescue
Emergency Homing
Any other emergency

All air-sea rescue launches, rescue aircraft and rescue ships will keep a watch on this channel.

B. Day fighters and Fighter Bombers (Navy).

(1) Channel AC-1 in "A" Button to be used when performing fighter missions under direction of Fighter Control Ship.

(2) Channel AC-3 in "B" Button to be used when performing Fighter Bomber missions.

(3) Button "C" and "D" are Navy channels and are to be used as directed by the Navy.

C. Night fighters and GCI Stations.

(1) Assault Phase all night fighters and GCI's use MACAF frequencies in Buttons A to H inclusive.

(2) Consolidation Phase all night fighters and GCI's will use MATAF crystals. (For definition of Phases see Incl 1 to Appendix E of Annex 19, Signal Operations Plan No 1, Hq XII TAC.)

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(3) Night Fighters will check with Fighter Control Ship on Button "C" to be turned over to a GCI on Button indicated.

GCI CALL SIGNS AND BUTTONS

STATION	CALL SIGN	BUTTONS
FDT	Tortoise	F and B
AMES 15051	Mature	B and F
AMES 871	Virtue	A
AMES 8035	Mimic	G
AMES 15076	Adlux	H
AMES 14034	Wallie	E

(4) GCI stations will listen on the following channels during the day:

AC-1 Channel
FDO Channel
Plot Reporting Channel

8. Call Signs and Procedures.

A. All flights entering the area will call "BABY" on the button they are using for the mission giving the following info-

Call sign of Flight
AO Number
Entering Area or taking up (Code Word) partrol.

B. Call Signs.

All Fighter Control Ships	"BABY"
Stand-By Fighter Control Ship (USS CATOCTIN)	"BOXCAR"
SOR Ashore	"BAGGAGE"

9. Radio silence will be maintained on all radio communication channels from time of sailing, except for transmission vital to the success of the operation. Transmissions which might be so classified depending on the circumstances, are:

A. Fighter Direction in case of contact with enemy planes

B. Calls for air protection.

C. Warning of air attack.

D. Reports of enemy forces encountered, including enemy submarines, provided the enemy has been clearly identified.

E. Emergency manoeuvering signal.

NOTE: Even, in emergency radio silence may be broken only by the authority of the Senior Naval Officer in line of command, embarked in a vessel. Except in SITKA assault the condition of radio silence will be lifted as indicated.

D DAY

a VHF essential to Control A/C	0540 B
b VHF for control of small craft preceding assault wave.	0600 B

c All other circuits except in 30.7 to 42.0 MC Band. 0630 B

d Circuits in 30.7 to 42.0 MC H Hour

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

DORR E. NEWTON JR,
Col, G.S.C.,
Asst C of S A-3.

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MOVEMENT LIAISON PLAN

(Appendix "A")

TYPE AIRCRAFT____________________ NUMBER AIRCRAFT_________________

ESTIMATED TIME DEPARTURE:____

ESTIMATED TIME OVER TARGET:______________________________________

ESTIMATED TIME RETURN:____

TARGET_______________________ ALTITUDE__________ CALL SIGN________

TYPE IFF_____________________ HOME BASE__________________________

ROUTE:____

____

SOURCE OF INFORMATION____

TIME OF RECEIPT____

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

1 August 1944.

APPENDIX B TO ANNEX NO. 6
To Operations Order No. 1

PATROL SCHEDULES

1. D-Day only.

APPLES		PEARS		TIME OVER AREA
AO	A/C	AO	A/C	
101	8 P-47	201	8 P-47	0615-0650
102	8 P-47	202	8 P-47	0650-0730
103	8 P-47	203	8 P-47	0730-0815
104	8 P-47	204	8 P-47	0815-0900
105	8 P-47	205	8 P-47	0900-0945
106	8 P-47	206	8 P-47	0945-1030
107	8 P-47	207	8 P-47	1030-1115
108	8 P-47	208	8 P-47	1115-1200
109	6 Spits	209	6 Spits	1200-1230
110	6 Spits	210	6 Spits	1230-1300
111	6 Spits	211	6 Spits	1300-1330
112	8 CTF-88	212	8 CTF-88	1330-1415
113	6 Spits	213	6 Spits	1415-1445
114	6 Spits	214	6 Spits	1445-1515
115	6 Spits	215	6 Spits	1515-1545
116	8 CTF-88	216	8 CTF-88	1545-1630
117	6 Spits	217	6 Spits	1630-1700
118	6 Spits	218	6 Spits	1700-1730
119	8 CTF-88	219	8 CTF-88	1730-1815
120	6 Spits	220	6 Spits	1815-1845
121	6 Spits	221	6 Spits	1845-1915
122	6 CTF-88	222	6 CTF-88	1915-2000
123	6 Spits	223	6 Spits	2000-2030
124	6 Spits	224	6 Spits	2030-2100

a. All P-47 patrols will carry bombs and be given a target by XII TAC Ops.

b. Spits will carry 30 or 45-gallon belly tanks.

c. Each flight not carrying bombs will check with the controller when he arrives at the patrol area giving the following information:

(1) Flight Call Sign
(2) Patrol AO number
(3) Code name of patrol

2. D - D+4 (inclusive)

APPLES		PEARS		TIME OVER AREA
AO	A/C	AO	A/C	
101	6 Spits	201	6 Spits	0550-0620
102	6 Spits	202	6 Spits	0620-0650
103	6 Spits	203	6 Spits	0650-0720

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APPLES		PEARS		TIME OVER AREA
AO	A/C	AO	A/C	
104	6 Spits	204	6 Spits	0720-0750
105	8 CTF-88	205	8 CTF-88	0750-0830
106	8 P-47	206	8 P-47	0830-0915
107	8 P-47	207	8 P-47	0915-1000
108	8 P-47	208	8 P-47	1000-1045
109	8 P-47	209	8 P-47	1045-1130
110	8 P-47	210	8 P-47	1130-1215
111	8 P-47	211	8 P-47	1215-1300
112	6 Spits	212	6 Spits	1300-1330
113	6 Spits	213	6 Spits	1330-1400
114	6 Spits	214	6 Spits	1400-1430
115	8 CTF-88	215	8 CTF-88	1430-1510
116	6 Spits	216	6 Spits	1510-1540
117	6 Spits	217	6 Spits	1540-1610
118	6 Spits	218	6 Spits	1610-1640
119	6 Spits	219	6 Spits	1640-1710
120	8 CTF-88	220	8 CTF-88	1740-1820
121	6 Spits	221	6 Spits	1820-1850
122	6 Spits	222	6 Spits	1850-1920
123	6 CTF-88	223	6 CTF-88	1920-2000
124	6 Spits	224	6 Spits	2000-2030
125	6 Spits	225	6 Spits	2030-2100

a. All P-47 missions will carry bombs.

b. Targets will be given by XII TAC Ops.

GRAPE - 12 P-38's

AO	TIME OVER AREA	AO	TIME OVER AREA
301	0550 - 0650	307	1350 - 1520
302	0650 - 0805	308	1520 - 1650
303	0805 - 0920	309	1650 - 1820
304	0920 - 1050	310	1820 - 1950
305	1050 - 1220	311	1950 - 2120
306	1220 - 1350		

a. Each flight will check with the controller on entering area giving the following information:

(1) Flight call sign
(2) Patrol AO Number
(3) Code name of patrol
(4) Or ask for a target.

b. Aircraft carrying bombs will arrive in area twenty (20) minutes before schedule time of patrol.

c. AO 303 to 311 inclusive will carry bombs. They will be assigned a bombing AO and target by XII TAC Ops.

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PEACHES - (Spitfires)

AO	No. A/C	TIME OVER AREA	AO	No. A/C	TIME OVER AREA
401	8	0550 - 0620	416	4	1320 - 1350
402	4	0620 - 0650	417	4	1350 - 1420
403	4	0650 - 0720	418	4	1420 - 1450
404	4	0720 - 0750	419	4	1450 - 1520
405	4	0750 - 0820	420	4	1520 - 1550
406	4	0820 - 0850	421	4	1550 - 1620
407	4	0850 - 0920	422	4	1620 - 1650
408	4	0920 - 0950	423	4	1650 - 1720
409	4	0950 - 1020	424	4	1720 - 1750
410	4	1020 - 1050	425	4	1750 - 1820
411	4	1050 - 1120	426	4	1820 - 1850
412	4	1120 - 1150	427	4	1850 - 1920
413	4	1150 - 1220	428	4	1920 - 1950
414	4	1220 - 1250	429	4	1950 - 2020
415	4	1250 - 1320	430	4	2020 - 2050
			431	4	2050 - 2120
			432	8	2120 - 2150

a. Each flight will check with controller on entering area giving flight call sign, AO number and code name of patrol. (Peaches).

---

3. Night Fighter Patrol:

AO	No. A/C	ARRIVE-AREA
1 N	6 Beaufighters	2100
2 N	4 Beaufighters	2300
3 N	4 Beaufighters	0100
4 N	6 Beaufighters	0300

a. Beaufighters will approach the assault area about 8,000 feet. They will check in with the controller for instructions.

b. The normal patrol time will be two hours but controller may keep a plane longer if conditions require.

c. To be repeated each night until instructed to the contrary.

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

1 August 1944.

APPENDIX C TO ANNEX NO. 6
To Operations Order No. 1

LOCATION IN THE CONVOY, USE AND
LANDING PLAN OF THE FIGHTER DIRECTOR
TENDER #13 AND LST's #32, 140 & 394.

1. The Fighter Director Tender # 13: The FDT is to be placed latterally in the center of the entire assault convoy and approximately 10-12 miles offshore, but within the protective naval screen. Its function will be to control all the aircraft in the operation. It is to be used until the forward Fighter Control on shore is operational, which is expected in from 5 to 7 days.

2. The Stuart Prince is the alternate Fighter Director ship and will stand by to take over from the FDT # 13 if necessity arises. Its location should be approximately that of the FDT # 13 or from 1,000 to 3,000 yards away and positioned in the fleet so no other ship will obstruct its operational radar use.

3. LST/GCI # 32: On this LST is an operational GCI to be used for radar search 24 hours a day throughout the entire assault period and for night-fighter control during the hours of darkness. The position of this LST in the convoy and when not unloading equipment is to be to the western (left) flank of the assault convoy and at the best operational location, still consistent with safety. The wishes of the Chief Controller of the GCI will be followed in final positioning. On this LST is a type 14 GCI and a 584 set that is to be unloaded on D-Day at cove (Baie Du Port Cros) on the northwest side of Port Cros Island. The unloading of the type 14 GCI and 584 set has first priority of all equipment on the LST to be unloaded. After the type 14 GCI and 584 set have been off-loaded, the LST will proceed to Yellow Alpha Beach (261) where all the rest of the XII TAC equipment will be taken off.

4. LST # 140: There is no operational GCI on this LST. This LST carries a pontoon causeway for Delta Beach, and Aviation Engineer and Air Corps Signal equipment for Yellow Alpha Beach (261). The pontoon causeway will be discharged pursuant to Navy plans and needs at or near Delta Beach. Immediately the pontoon causeway is discharged, and without further orders, LST # 140 will proceed to Yellow Alpha Beach (261) to discharge engineer equipment (this equipment is needed on shore at earliest possible moment for construction of airfields). If the situation at Yellow Alpha Beach (261) permits, the signal equipment will be discharged at the same time as the engineer equipment; if not, LST # 140 will pull off-shore and return to Yellow Alpha Beach (261) to discharge signal equipment at the direction of Colonel McKown who will accompany the signal equipment.

5. LST/GCI # 394: On this LST is an operational GCI and 584 set to be used for radar search 24 hours a day throughout the entire assault period and for nightfighter control during the hours of darkness. It is to cover the eastern (right) flank of the convoy, so should be positioned at the operationally best location on the right flank still consistent with safety. The wishes of the Chief Controller will be followed in the final positioning of this LST so that maximum operational efficiency may be obtained. The XII TAC equipment on this LST is to be off-loaded at Yellow Alpha Beach (261).

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6. Change of Location of LST # 32, LST # 394, FDT # 13 and Stuart Prince: These ships should be located during the convoy sailing and while stationed in the assault area in accordance with the directives of the Air Defense Commander. Subject to review by the Air Defense Commander, and within the limits of reasonable safety of the ship, LST # 32 and LST # 394 will be moved in accordance with request of the Senior Controller aboard.

7. Unloading of LST # 32 and LST # 394: Request for unloading of the above ships will be initiated by the Air Defense Commander to the Air Task Force Commander aboard the CATOCTIN. As long as the FDT # 13 is being used as the primary fighter director ship, the Stuart Prince will be used as alternate for LST/GCI # 32 while it is unloading or for LST/GCI 394 while it is unloading. Also in the event one of the LST/GCI's is damaged, the Stuart Prince may be ordered to take over its place in the radar net.

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XII TACTICAL AIR COMMAND
APO 374

1 August 1944.

APPENDIX D TO ANNEX NO. 6
To Operations Order No. 1.

AIR RAID WARNINGS

1. The responsibility for issuing air raid warnings to shipping and AA defenses in the assault area rests with the Naval Task Force Commander. This will be accomplished through a Naval liaison officer who will be positioned next to the Senior Controller on the Fighter Director ship and have immediately available to him all information and advice on the air situation. When the Naval Liaison Officer decides an alert is to be called he will advise all shipping through naval communications channels and an army anti-aircraft liaison officer will pass warnings through established army channels to the Army. At the time the commanders of the Air Task Force, Army and Navy decide, after consultation, to hand over the air raid warnings to the Forward Fighter Control Sector Operations Room ashore the precise conditions under which the Sector Operations Room will issue the air warnings are here defined:

a. Condition Red - Condition Red will be called when any hostile or unidentified aircraft is determined to be in the assault area or within 50 miles from the edge of the assault area.

b. Condition Yellow - Condition yellow will be called when any hostile or unidentified aircraft are [illegible] or thought to be in the area 50 miles beyond the edge of the assault area [illegible] information is received that indicates an attack is to be [illegible].

c. Condition [illegible] - [illegible] exist when the area is clear of hostile [illegible] will be given as a method of terminating [illegible] shall be known as the "All Clear."

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29 July 1944

ANNEX NO. 7.
To Operations Order No. 1.

"CONTROL OF AIRCRAFT AND AA DEFENSE IN AMPHIBIOUS OPERATIONS NOW BEING PLANNED."

Operations memorandum Number 61, Allied Force Headquarters dated 22 July 1944.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.
DORR E. NEWTON JR.
Colonel, G. S. C.,
AC of S, A-3.

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By authority of	SAC/MT
Initals:	
Date: 22 July 1944	

OPERATION MEMORANDUM)
NUMBER 61)

CONTROL OF AIRCRAFT AND AA DEFENSE IN AMPHIBIOUS OPERATIONS NOW BEING PLANNED

1. The following rules for control of Aircraft and AA Defense are prescribed for amphibious operations now being planned.

2. a. D Day - Special Rules

(1) Time:- from H-8 hours until 2130 B (1930 GMT) on the evening of D Day.

(2) Special belt:- between a line 12000 yards seaward of the coast and a line 5000 yards seaward of the coast.

(3) Restriction to AA fire both afloat and ashore.

(a) Outside the special belt. Antiaircraft artillery will not fire at aircraft outside the belt in (2) above unless it commits a hostile act or is recognized as hostile.

(b) Inside the special belt. Antiaircraft artillery may fire at any aircraft inside the belt in (2) above not recognized as friendly that flies below 3000 feet altitude. Antiaircraft artillery will not fire on aircraft above 3000 feet inside the belt unless it commits a hostile act or is recognized as hostile.

(4) Restriction to Allied Aircraft:

(a) Within the belt described in (2) above Allied aircraft will fly above 5000 feet altitude.

(b) Seaward of the 12000 yard line Allied aircraft will conform to the Mediterranean Area rules governing aircraft in the vicinity of ships at sea.

(c) Landward of the 5000 yard line Allied aircraft may fly at any altitude.

b. At Night - General Rules

(1) Time:- from 2130B (1930 GMT) on the evening of D Day until 0550B (0350 GMT) of D plus 1 and every night thereafter between these hours, until changed by Air Task Force Commander.

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(2) Extent:- an area whose seaward limit is 12000 yards from the coast, whose landward limit is 12000 yards inland from the coast and extending along the coast between lines 12000 yards outward from the limits of beach activity.

(3) Restrictions to AA fire both afloat and ashore:- The area described in (2) above will be an IAZ between the hours listed in (1) above. (See AFHQ Air Defense Instruction No 1, dated 15 September 1943)

c. In Daytime - General Rules after D Day

(1) Time:- from 0550B (0350 GMT) of D plus 1 until 2130B (1930 GMT) of D plus 1 and every day thereafter between these hours.

(2) Extent:- an area inclosed by a line 12000 yards to seaward of the coast, a line 3000 yards inland from the coast and extending along the coast between the points where the bombline cuts the coast.

(3) Restrictions to AA fire both afloat and ashore.

(a) Antiaircraft Artillery may fire at any aircraft in the area described in (2) above not definitely recognized as friendly, that flies below 3000 feet.

Antiaircraft Artillery will only fire at aircraft flying above 3000 feet in this area if the aircraft commits a hostile act or is recognized as hostile.

(b) Antiaircraft Artillery ashore will not fire at aircraft outside the area described in (2) above unless it commits a hostile act or is definitely recognized as hostile. Ships to seaward of this area will obey the normal rules for antiaircraft.

(4) Restrictions to Allied Aircraft:-

Within the area described in (2) above Allied aircraft will fly above 5000 feet altitude.

(5) Major War Vessels including destroyers, are free to fire on all aircraft below 3000 feet within the assault area, not recognized as friendly. Above 3000 feet within 12000 yards of the ship, fire will be limited to aircraft which are recognized as hostile or commit a hostile act.

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d. Minor warships, Merchant ships and craft - Special Instructions

Fire from Minor Warships, Merchant ships and Craft is totally prohibited both by day and night against aircraft flying within 12000 yards of the assault coast unless the ship Herself is being directly attacked with torpedoes, bombs or by fighter aircraft. Outside 12000 yards from the assault coast normal rules for minor warships, merchant ships and craft apply except during the approach on D Day - see paragraph 2 a and 3 a.

e. Abolition of Special Rules

When Army, Navy and Air Force Commanders agree, these special rules for the assault area will cease being effective. Any of the three Commanders concerned may take the initiative in this matter.

3. Smoke

a. The Naval Commander is responsible for control of smoke covering the shipping in the anchorage.

b. The Beach Group Commander is responsible for control of smoke covering the beaches and small ports.

c. The Antiaircraft Defense Commander (AADC) is responsible for smoke control in major ports, with consent of Navy. This consent is obtained periodically and not for each raid.

4. Barrage Balloons

a. Shore barrage balloons will be controlled by the Antiaircraft Defense Commander. Balloons over shipping will be controlled by Naval Commander.

b. All balloons will be operated normally at an altitude not to exceed 2000 feet.

c. All balloons will be close hauled to 25 feet when required by the Air Commander for airborne operations, or when specially agreed for other air operations.

5. Definition of a Hostile Act

a. Attacking friendly ground targets, ships or aircraft.

b. Dropping flares at night.

c. Diving on troops, ships or vulnerable points.

d. Use of WINDOW or other forms of radar jamming.

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6. Aircraft will be considered friendly unless they commit a hostile act if:

a. Recognized as friendly by appearance.

b. Following a prescribed route.

c. Displaying correct recognition signals.

d. Showing correct IFF response.

e. Landing gear down.

f. A Bi-plane.

g. Seaplane, flying boat or float plane.

7. Liaison

a. The Antiaircraft Commander will establish liaison with the Beach Group Commander and furnish him early warning of hostile air approach.

b. As the Antiaircraft Commander will be ashore and established before the Air Force Air Defense Commander, the latter, upon arrival, will establish contact with the Antiaircraft Commander.

8. Instructions for AA

a. Except in the Assault Area, LZs and GDAs, AAA will fire only on aircraft recognized as hostile unless firing is authorized by a Sector Operations Room operated by the Air Forces.

b. Enemy aircraft in combat with or being chased by friendly fighters will not be engaged.

c. Air Observation Posts (O.P.) planes of the Field Artillery will normally be operating below 3000 feet and care will be taken to avoid endangering them.

d. No weapons smaller than .50 cal. will be fired at aircraft under any circumstances unless attacked.

e. Parachute mines and glider bombs may be engaged by Automatic Weapons (AA) down to a height of 500 feet provided the angle of elevation insures the safety of friendly installations.

f. Flares will not be engaged by AAA.

g. If airborne forces are involved, specific lanes will be designated which will clear all shipping as far as possible. During appropriate periods all AA fire will be prohibited within those lanes in order to permit free passage of troop carrier planes. AAA, ashore and afloat, must be advised well in advance of all airborne moveme.

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h. The AADC will:-

(1) Provide for reception of early warning broadcasts and reception of telephone communications form the Air Controller.

(2) Assume the duties of Controller in such matters as concern AAA in the absense of communication with Air Controller.

(3) Arrange for dissemination to AAA of all Air Intelligence and of all instructions from Controller.

(4) Provide communications to each element of AAA.

9. Instructions for Air Force

a. Avoid committing hostile acts as listed in paragraph 6 above.

b. Avoid approaching friendly AA out of the sun.

c. Switch on IFF when approaching friendly territory or ships.

d. Whenever fired on by friendly AAA, or whenever inadvertently or in an emergency committing a "hostile act" as listed in paragraph 6 above, flash the letter of the period on downward recognition lamp or fire the colours of the day by Verey Pistol. SEF are often not fitted with downward recognition lamps nor Verey Pistols.

e. Avoid IAZ's unless ordered over them by the Sector Controller.

f. Do not fly below 5000 feet over the assault area, except when essential in air combat, or previously agreed and all concerned notified.

g. Be responsible for seeing that line communications to AA Defense Commander are provided.

h. Follow prescribed rules for approaching an airfield. If the local rule is unknown, use the following precautions:

(1) Reduce speed.

(2) If possible, lower undercarriage before descending below 1000 feet.

(3) Do not make first approach out of the sun.

(4) Circle at not less than 1000 feet or below clouds and within 3 mile radius of center of field.

(5) At night, flash the letter of the period, followed by F, if flood light is desired.

(6) Fire the colour of the period on first approach and repeat if engaged by AAA, or if any doubt of identification exists.

i. AAA and Navy must be notified well in advance of all intended airborne movements.

j. Set up an early warning system and insure early broadcast of warnings to all concerned.

k. When communications permit, exercise control over AAA, including balloons, through AA Defense Commanders.

l. Except in emergency, external fuel tanks will be dropped as far away from the beaches and shipping as possible to avoid their being mistaken for bombs.

By command of General WILSON:

J. A. H. GAMMELL,
Lieutenant General,
Chief of Staff.

OFFICIAL:

DANIEL NOCE,
Major General, G.S.C.,
Assistant Chief of Staff, G-3.

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1500 - C-in-C Med
150 - Air C-in-C [illegible]
1000 - SOS NATOUSA
1000 - Seventh Army

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XII TACTICAL AIR COMMAND
APO 374

30 July 1944.

ANNEX NO. 8)
:
TO OPERATIONS ORDER NO. 1)

BOMBING DIRECTIVE--ANVIL

SECTION I - BASIS OF DIRECTIVE.

1. MAAF letter of 16 July 1944, Subject " Bombing Plan for Operation ANVIL " defines the policies governing offensive air action by MATAF and MASAF in support of Operation ANVIL during the preparatory and assault phases.

2. So much of the information contained therein as is related to and necessary for the broad plan of XII TAC operations during Operations ANVIL is hereinafter outlined.

SECTION II - AIM OF OFFENSIVE AIR OPERATIONS.

A. Objective of offensive air operations.

1. To neutralize enemy air forces.

2. To neutralize or effectively retard the movement of enemy reserves, both strategic and tactical into the assault area.

3. To attack selected and specific defense installations in the assault area.

4. To attack other favorable targets such as submarines in southern French ports, supply and troop concentrations, etc when such attacks will help to insure the success of ANVIL.

5. To achieve the above without jeopardizing tactical surprise and with due regard for the safeguarding of French lives and property.

B. Phases of Offensive Air Operations.

1. Air operations prior to, during and following the assault will be closely integrated with the detailed operations of the Ground and Naval Forces in Operation ANVIL. For planning purposes the following phases of operations are indicated:

PHASE 1 - PRIOR TO D DAY.
PHASE 2 - TO COMMENCE NOT EARLIER THAN D-1.
PHASE 3 - FROM FIRST LIGHT ON D DAY TO H HOUR.
PHASE 4 - AFTER H HOUR ON D DAY.

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2. PHASE 1: Prior To D Day

a. Task 1 - Counter Air Force Operations

To conduct counter air force operations against the enemy air forces in the PO Valley and in FRANCE. Attacks to be launched primarily against aircraft rather than airfields. MASAF and MATAF to engage in this phase of operations, supplemented by U.K. based bombers, if necessary

b. Task 2 - Interdiction of Communications.

(1) To block and keep blocked, all enemy lines of communications between northern ITALY and southern FRANCE, by the bombardment of communication centers, rail and road bridges and defiles in the area. At a later stage, and after the rail bridges near the French-Italian border have been destroyed, to destroy rail bridges across the RHONE Valley south of VALENCE.

(2) To take necessary action to insure coordination of air action with the activities of the French Forces of the Interior (MAQUIS)

c. Task 3 - Air Attack In Support of the Cover Plan)

d. Task 4 - Attack of Submarine Bases

(1) Primarily a responsibility of MASAF, action to be as directed by MAAF.

3. PHASE 2: To Commence Not Earlier Than D-1

a. Task 1 - Continuation of Counter Air Force. Operations

b. Task 2 - Interdiction of Communications.

(1) Continued interdiction of communications, intensified and increased in scope, with particular attention to the highway bridges across RHONE south of AVIGNON, in order to isolate the assault area and prevent movement of enemy reinforcements into that area.

c. Task 3 - Continuation of Air Attack in Support of Cover Plan.

d. Task 4 - Reduction of Coastal Batteries.

(1) Subject to the requirements of the Army and Navy assault plans, to reduce enemy coast defense batteries on PORT CROS and ILE DU LEVANT. These operations to be closely coordinated with seaborne assaults on the islands.

e. Task 5 - To Sink Any Prepared Blockships in TOULON Harbor.

(1) Responsibility for directing such operations as may be required lies with MATAF.

Note: Operations of Phase 1 & 2 shall be so as to:

(1) Afford maximum support to the cover

plan, and at the same time-

(2) Cause the greatest destruction possible, under the cover plan, of those enemy defensive installations most likely to interfere with the actual assault.

4. PHASE 3: From First Light D Day to H Hour

a. Task 1 - Attacks on defenses in the assault area.

To cause the maximum destruction to enemy coastal and beach defenses within the assault area. All the bombing forces of MAAF will be available for this task if required.

5. PHASE 4: After H Hour on D Day.

a. Task 1 - Counter Air Force operations continued as necessary.

b. Task 2 - Close support of the assault.

c. Task 3 - Subject to the tactical requirements for close support, to continue the interdiction of communications, with the intention of completely isolating the assault area.

In particular:

(1) The rail and road bridges at SISTERON to be destroyed.

(2) The remaining highway bridges across the RHONE river south of VALENCE to be destroyed.

(3) The railway and road bridges across the ISERE River to be destroyed, if not previously destroyed or held by the MAQUIS.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.
DORR E. NEWTON, JR.
Colonel, G. S. C.
AC of S, A-3.

BIGOT DRAGOON

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5 August 1944

ANNEX NO. 9.
To Operations Order No. 1.

"PLAN FOR OPERATION NUTMEG"

1. Plan "NUTMEG" has been submitted to higher headquarters for approval after coordination with ground and naval forces. It is not to be construed as an operational order, as it will be followed at a later date by detailed instructions for operations prior to "D" day.

2. Distribution of maps, target charts, and target photographs to all XII T.A.C. units will be handled in the normal manner.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA.
Deputy Commander.

OFFICIAL:

Dorr E. Newton
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DETAILED PLAN - OPERATION "NUTMEG"

CONTENTS

SECTION I - GENERAL

A. Designation. The following plan of Pre "D" day "ANVIL" Operations will be known as Operation "NUTMEG".

B. Authority. The plan for this operation is proposed as directed by MATAF in letter "Operation "ANVIL" Bombing Plan", reference TAF/65/17/Air, dated 14 July 1944.

C. Purpose. Operation "NUTMEG" is designed to:

1. Neutralize the main coast defense batteries in the "ANVIL" area which threaten Naval craft during the planned assault.

2. Lower the effectiveness of coast defense troops by deterioration in morale resulting from concentrated bombing attacks.

3. Neutralize the main coastal radar stations covering the "ANVIL" area prior to the approach of the convoys thereto.

4. Accomplish the foregoing without jeopardy to tactical or strategical surprise of Operation "ANVIL".

D. Timing.

1. The strategic deception resulting from Operation "FERDINAND" cannot be expected to continue after H-16 hours. Operation "NUTMEG" has been designed to enhance rather than jeopardize Operation "FERDINAND", up to H-16 hours.

2. Operation "NUTMEG" terminates at or before 0350B on "D" day.

3. The "strategic" isolation of the "ANVIL" area is initiated prior to, and is concurrent with, Operation "NUTMEG".

E. Relation to Operation "FERDINAND".

1. It is assumed that higher authority will direct such air operations in support of Operation "FERDINAND" as are required. It is also assumed that higher authority will coordinate any such operations with those for Operation "NUTMEG".

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F. Relation to Operations "YOKUM" and "DUCROT".

1. Operation "NUTMEG" will not be allowed to interfere with Operation "YOKUM" and Operation "DUCROT" in any way. If conflict should arise, priority will be given Operations "YOKUM" "DUCROT", and "NUTMEG" in that order.

G. Relation to RCM Operations.

1. Pre "D" day RCM operations involving attack of ground radar installations are an integral part of Operation "NUTMEG". Commanding General, MATAF is responsible for coordination of all other RCM operations in connection with Operation "ANVIL".

H. Relation to Other Air Operations.

1. It is most important that the campaign to interdict railroads leading into the "ANVIL" area be completed early, and thus avoid conflict with Operation "NUTMEG". Should any railroad bridge remain operational across the RHONE RIVER (south of VALENCE), across the ISERE RIVER (from its junction with the RHONE to the ALPS), or should the railroads across the ALPS between ITALY and FRANCE not be completely interdicted, bomber forces in excess of those required for Operation "NUTMEG" will be employed. In no case will forces be taken from Operation "NUTMEG" for this purpose on D-5, D-4, D-3, or D-1.

2. Counter-air force operations are included in the plan for "Operation "NUTMEG" on D-6 and D-2 to insure integration with "cover" requirements. Other counter-air force planning is a responsibility of higher headquarters.

SECTION II - OBJECTIVES

A. Target Areas. Operation "NUTMEG" involves attack of:

1. Coast defense batteries in four areas:

a. The SETE area.
b. The MARSEILLE area.
c. The "ANVIL" area.
d. The GENOA area.
(See Overlay #1 to attached map - Incl. 1)

2. Coastal radar installations from VIAREGGIO to SETTE.
(See Overlay #2 to attached map - Incl. 2)

B. Timing. The timing of the various attacks constituting Operation "NUTMEG" has been carefully worked out, and is of vital importance to:

1. Attain effective neutralization of the coast defense installations in the "ANVIL" area.

2. Attain the most effective neutralization of enemy coastal radar installations.

3. Avoid loss of strategic or tactical surprise.

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C. Scale of Effort.

1. The scale of air effort to be placed on the several coast defense batteries has been carefully oriented on the basic effort required to achieve a satisfactory degree of neutralization of the batteries in the "ANVIL" area. Efforts in other areas are designed (after exhaustive consideration) to avoid compromise of strategic and tactical surprise, both as to time and as to place.

2. Any change in scale of effort in one locality or on one day will require a complete revision of the plan, to re-integrate the several requirements.

D. Outline of Timing and Effort.

(See Chart on Next Page)

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OUTLINE OF "NUTMEG" AIR OPERATIONS

		SETE Area	MARSEILLE Area	ANVIL Area	GENOA Area
D-6		Counter-Air Force "ANVIL" and Communications "ANVIL"			
D-5	AM	4 Hvy Gps. (CD guns) Fighters (RCM)	None	5 Hvy Gps (CD guns)	256 F/B Sorties (CD guns)
	PM	None	7 Med Gps (CD guns) Fighters (RCM)	None	None
D-4	AM	None	5 Hvy Gps (CD guns) Fighters (RCM)	None	None
	PM	None	None	None	7 Med Gps (CD guns) Fighters (RCM)
D-3	AM	None	None	7 Med Gps (CD guns)	256 F/B Sorties (CD guns)
	PM	8 Hvy Gps (CD guns) Fighters (RCM)	None	None	None
D-2		Counter-Air Force "ANVIL" and Communications "ANVIL"			
D-1	AM	None	4 Hvy Gps (CD guns) Fighters (RCM)	7 Med Gps (CD guns) Fighters (RCM)	8 Hvy Gps (CD guns) Fighters (RCM)
	PM	None	None	8 Hvy Gps (CD guns) Fighters (RCM)	None
	NITE	None	20 Nite Bombers 12 Nite Intruders sorties	None	None
TOTALS		12 Hvy Groups Fighters	7 Med. Groups 9 Hvy Groups 20 Nite Bombers 12 Nite Intruders Fighters	14 Med. Groups 13 Hvy Groups Fighters	7 Med Groups 8 Hvy Groups 512 F/B Sorties Fighters

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OUTLINE OF "NUTMEG" AIR OPERATIONS

	MARSEILLE Area	ANVIL Area	GENOA Area
-Air Force "ANVIL" and Communications "ANVIL"			
uns)	None	5 Hvy Gps (CD guns)	256 F/B Sorties (CD guns)
	7 Med Gps (CD guns) Fighters (RCM)	None	None
	5 Hvy Gps (CD guns) Fighters (RCM)	None	None
	None	None	7 Med Gps (CD guns) Fighters (RCM)
	None	7 Med Gps (CD guns)	256 F/B Sorties (CD guns)
s)	None	None	None
Air Force "ANVIL" and Communications "ANVIL"			
	4 Hvy Gps (CD guns) Fighters (RCM)	7 Med Gps (CD guns) Fighters (RCM)	8 Hvy Gps (CD guns) Fighters (RCM)
	None	8 Hvy Gps (CD guns) Fighters (RCM)	None
	20 Nite Bombers 12 Nite Intruders sorties	None	None
	7 Med. Groups 9 Hvy Groups 20 Nite Bombers 12 Nite Intruders Fighters	14 Med. Groups 13 Hvy Groups Fighters	7 Med Groups 8 Hvy Groups 512 F/B Sorties Fighters

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SECTION III - PLAN OF ATTACK

A. Coast Defense Batteries.

1. SETE area:

a. D-5.

Target No.	Grid Position	Emplacement	Time	Effort
1. None	R-671013	Open, Circ. Sand	AM	3 x 6 Heavy
2. None	R-772101	Circ. Earth	AM	3 x 6 Heavy
3. None	R-836145	Open, Circ, Earth	AM	3 x 6 Heavy
4. None	R-911096	Open, Circ. Earth	AM	3 x 6 Heavy
5. None	R-943108	Circ. Concrete	AM	3 x 6 Heavy
6. None	R-959096	Conc. Casemates	AM	3 x 6 Heavy
7. None	S-105227	Circ. Concrete	AM	3 x 6 Heavy
8. None	S-150263	Open, Circ. Camp	AM	3 x 6 Heavy

b. D-3. In the late afternoon of D-3, using 6 x 6 Heavy Bombers per target, repeat attack of all targets listed for D-5.

2. MARSEILLE area:

a. D-5

1. K-20	Y-934925	Turrets in casemate	Late PM	6 x 6 Mediums
2. K-21	Y-937925	Casemate turrets	Late PM	6 x 6 Mediums
3. J-13	Y-34798[illegible]	Open, Circ. Earth	Late PM	6 x 6 Mediums
4. H-09	Y-737996	Turrets or shields	Late PM	6 x 6 Mediums
5. H-04	T-667009	Earth and stone	Late PM	6 x 6 Mediums
6. H-02	T-654019	Open Earth	Late PM	6 x 6 Mediums
7. H-01	T-701037	Camouflaged	Late PM	6 x 6 Mediums
8. H-22	T-671058	Circ. sandbag	Late PM	6 x 6 Mediums

b. D-4

1. J-60	Y-836989	Partially Camoflaged	AM	6 x 6 Heavy
2. H-05	T-696046	Conc. casemates	AM	6 x 6 Heavy
3. J-18	Y-867995	Open, circ, earth	AM	6 x 6 Heavy
4. J-01	Y-789968	Turrets or shields	AM	6 x 6 Heavy
5. H-22*	T-671058	Circ. sandbags	AM	6 x 6 Heavy
6. H-01*	T-701037	Camouflaged	AM	6 x 6 Heavy

Target No.	Grid Position	Emplacement	Time	Effort
7. H-02*	T-654019	Open earth	AM	6 x 6 Heavy
8. H-04*	T-667009	Earth and Stone	AM	6 x 6 Heavy

* If any of these targets have been confirmed as destroyed by previous bombing, replace same from following list of alternates in order of priority.

1. K-22	Y-938929	Turrets or shields	AM	6 x 6 Heavy
2. K-34	Y-069887	Turrets or shields	AM	6 x 6 Heavy
3. J-40	Y-903923	Open sandbag	AM	6 x 6 Heavy
4. F-19	T-447060	Turrets in rock	AM	6 x 6 Heavy

c. D-3 No attacks.

d. D-2. Counter air force and communications attacks under MAAF Bombing Directive.

e. D-1.

1. K-20	Y-934925	Turret casemated	AM	3 x 6 Heavy
2. K-21	Y-937925	Turrets casemated	AM	3 x 6 Heavy
3. J-13	Y-847981	Open circ. earth	AM	3 x 6 Heavy
4. H-09	Y-737996	Turrets or shields	AM	3 x 6 Heavy
5. J-60	Y-836989	Partially camouflgd.	AM	3 x 6 Heavy
6. J-18	Y-867995	Open circ. earth	AM	3 x 6 Heavy
7. J-01	Y-789968	Turrets or shields	AM	3 x 6 Heavy
8. H-01	T-701037	Camouflaged	AM	3 x 6 Heavy

3. "ANVIL" area.

a. D-5

1-M-20 M-27 M-28	Z-396918	Turrets in concrete	AM	4 x 6 Heavy
2-P-47 P-39 P-48	U-522180	In rock	AM	4 x 6 Heavy
3. P-34	U-546259	Open earth	AM	4 x 6 Heavy
4. P-40	U-516092	Open earth	AM	4 x 6 Heavy
5. P-63	S-205513	Open concrete	AM	4 x 6 Heavy
6. N-18	Z-276958	Open concrete	AM	4 x 6 Heavy
7. M-15	U-448178	Casemate	AM	4 x 6 Heavy
8. L-24	Z-123888	Undetermined	AM	4 x 6 Heavy

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b D-4. No attacks.

c D-3.

Target No.	Grid Posit'n	Emplacement	Time	Effort
1-M-27* M-28* M20*	Z-396918	Turrets in concrete	AM	6 X 6 Mediums
2-P-47* P-39* P48*	U-522180	Rock	AM	6 X 6 Mediums
3. M-18*	Z-276958	Concrete	AM	6 X 6 Mediums
4. L-24*	Z-123888	Undetermined	AM	6 X 6 Mediums
5. L-30	Z-185869	Turrets	AM	6 X 6 Mediums
6. Q-03	S-214518	Earth	AM	6 X 6 Mediums
7. Q-07	S-334692	Undetermined	AM	6 X 6 Mediums
8. M-28	U-341026	Undetermined	AM	6 X 6 Mediums

* If any of these targets have been confirmed as destroyed by previous bombing, replace same from following list of alternates in order of priority.

1. N-17	U-448107		AM	6 X 6 Mediums
2. N-23	U-496122	Open earth	AM	6 X 6 Mediums
3. H-12	U-441188	Open earth	AM	6 X 6 Mediums
4. L-29	Z-170854	Undetermined	AM	6 X 6 Mediums

d D-2. No battery bombing. Counter-air forces communications attacks under MAAF Bombing Plan.

e D-1. Morning

1. N-17*	U-448107	Undetermined	AM	6 X 6 Mediums
2. N-23*	U-496122	Open earth	AM	6 X 6 Mediums
3. N-12*	U-441188	Open earth	AM	6 X 6 Mediums
4. N-29*	Z-170854	Undetermined	AM	6 X 6 Mediums
5. P-34*	U-546259	Open earth	AM	6 X 6 Mediums
6. P-40*	U-516092	Open earth	AM	6 X 6 Mediums
7. P-63*	S-205513	Concrete	AM	6 X 6 Mediums
8. N-15*	U-448178	Casemates	AM	6 X 6 Mediums

* If any of these targets have been confirmed as destroyed by previous bombing, replace same from targets remaining undestroyed on the D-5 list in a above.

f D-1. Afternoon

1. M-20 M-26 M-27	Z-396918	7 units in concrete	1700B-1730	6 X 6 Heavy
2. P-39 P-47 P-48	U-522180	In rock	ditto	6 X 6 Heavy

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Target No.	Grid Posit'n	Emplacement	Time	Effort
3. P-34	U-546259	Open earth	ditto	6 X 6 Heavy
4. P-40	U-516092	Open earth	ditto	6 X 6 Heavy
5. P-63	S-205513	Open concrete	ditto	6 X 6 Heavy
6. N-18	Z-276958	Open concrete	ditto	6 X 6 Heavy
7. N-15	U-448178	Casemates	ditto	6 X 6 Heavy
8. L-24	Z-123888	Undetermined	ditto	6 X 6 Heavy

4. GENOA area.

a D-5.

1.	0-390202	Undetermined	AM	4 X 8 F/B
2.	0-424240	Undetermined	AM	4 X 8 F/B
3.	0-524286	Undetermined	AM	4 X 8 F/B
4.	0-567335	Undetermined	AM	4 X 8 F/B
5.	0-564390	Undetermined	AM	4 X 8 F/B
6.	0-609424	Undetermined	AM	4 X 8 F/B
7.	0-643421	Undetermined	AM	4 X 8 F/B
8.	0-771481	Undetermined	AM	4 X 8 F/B

b D-4.

1. *	0-390202	Undetermined	PM	6 X 6 Mediums
2. *	0-424240	Undetermined	PM	6 X 6 Mediums
3. *	0-524286	Undetermined	PM	6 X 6 Mediums
4. *	0-567335	Undetermined	PM	6 X 6 Mediums
9.	0-603415	Undetermined	PM	6 X 6 Mediums
10.	0-362199	Undetermined	PM	6 X 6 Mediums
11.	0-550315	Undetermined	PM	6 X 6 Mediums
12.	0-540302	Undetermined	PM	6 X 6 Mediums

* If any of these targets have been destroyed by previous bombing, replace same from following list of alternates in order of priority listed:

13.	T-200965	Undetermined	PM	6 X 6 Mediums
14.	0-349089	Undetermined	PM	6 X 6 Mediums
15.	0-569382	Undetermined	PM	6 X 6 Mediums
16.	0-482250	Undetermined	PM	6 X 6 Mediums

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c. D-3.

Target No.	Grid Position	Emplacement	Time	Effort
13. *	T-200965	Undetermined	AM	4 x 8 F/B
14. *	0-349089	Undetermined	AM	4 x 8 F/B
15. *	0-569382	Undetermined	AM	4 x 8 F/B
16. *	0-482250	Undetermined	AM	4 x 8 F/B
5. *	0-564390	Undetermined	AM	4 x 8 F/B
6. *	0-609424	Undetermined	AM	4 x 8 F/B
7. *	0-643421	Undetermined	AM	4 x 8 F/B
8. *	0-771481	Undetermined	AM	4 x 8 F/B

* Any of these targets that are confirmed as destroyed will be replaced by any undestroyed targets in the above GENOA area lists.

d. D-2. No battery bombing. Counter-air force and communication attacks under MAAF Bombing Plan.

e. D-1.

1.	0-390202	Undetermined	AM	6 x 6 Heavy
2.	0-424240	Undetermined	AM	6 x 6 Heavy
3.	0-524236	Undetermined	AM	6 x 6 Heavy
4.	0-567335	Undetermined	AM	6 x 6 Heavy
5.	0-564390	Undetermined	AM	6 x 6 Heavy
6.	0-609424	Undetermined	AM	6 x 6 Heavy
7.	0-643421	Undetermined	AM	6 x 6 Heavy
8.	0-771481	Undetermined	AM	6 x 6 Heavy

5. Bomb Loadings.

a. Appropriate demolition bombs and fuzes will be used against each gun battery.

b. One 500 pound incendiary bomb, with instantaneous fuze, is to be included in the load of each heavy and medium bomber aircraft in order to reduce amount of smoke on "D" Day.

c. Fighter-bombers will employ one 500 pound incendiary bomb in each flight of four aircraft.

B. Radar Installations.

1. The attack of enemy coastal radar stations covering the "ANVIL" area must be concurrent with attacks of coastal radar installations west of the "ANVIL" area to SETE, and east of the "ANVIL" area to LA SPEZIA. In view of the planned attacks on coast defense batteries in the SETE, MARSEILLE, "ANVIL" and GENOA areas, RCM operations have been combined with those attacks.

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2. SETE area.

a. D-5 (AM) - Fighters Escorting Heavy Bombers (15th AF)

Location	Grid Position	Description	Fighter Sortie Effort
SETE	S-092234	Giant Wurzburg	3
SETE	S-092234	Seetakt	20
NARBONNE	W-671971	Seetakt	20
CAP LEUCATE	W-590690	Seetakt	20
CAP LEUCATE	W-588689	Wasserman	3
CAP LEUCATE	W-583677	2 Giant Wurzburges	6
MONTPELLIER	S-282427	2 Freyas	6
		2 Wurzburg	6
		TOTAL	84

b. D-3 (PM) - Fighters Escorting Heavy Bombers (15th AF)

Repeat attacks of D-5 (AM)

3. MARSEILLE area.

a. D-5 (PM) - Fighters Escorting Medium Bombers (XII TAC)

TOULON	Z-021946	Wasserman	3
LA CIOTAT	T-638020	Seetakt	20
CAP COURONNE	T-201183	Seetakt	20
CAP COURONNE	T-201183 (about)	3 Giant Wurzburg	9
CEPET	Y-938917	Giant Wurzburg (Possible Seetakt)	4
MARSEILLE	T-449079	Seetakt	20
MARSEILLE	T-449079	Giant Wurzburg	3
		TOTAL	79

b. D-4 (AM) - Fighters Escorting Heavy Bombers (15th AF)

(Repeat attacks of D-5 PM.

c. D-1 (AM) - Fighters Escorting Heavy Bombers (15th AF)

(Repeat attacks of D-5 PM.

4. "ANVIL" area.

a. D-5 (AM) Fighters Escorting Heavy Bombers (15th AF)

CAP D'ANTIBES	S-872517	Seetakt	20
ST RAPHAEL	U-658341	Wasserman	4

Location	Grid Posit'n	Description	Fighter-Sortie Eff-ort
ST RAPHAEL	U-658341	2 Giant Wurzburg	6
ST RAPHAEL	Unknown at present	Seetakt	20
ST RAPHAEL	Unknown at present	Giant Wurzburg	3
CAP CAMERAT	U-525093	Seetakt	20
CAP CAMERAT	Unknown at present	2 Giant Wurzburg	6
ILES DES HYERES	Unknown at present	Giant Wurzburg	3
CAP BLANC	Z-277956	Seetakt	20
CAP BLANC	Unknown at present	Giant Wurzburg	3
		TOTALS	105

b D-3 (AM)- Fighters Escorting Medium Bombers (XII TAC)
Repeat attacks of D-5 AM.

c D-1 (AM)- Fighters Escorting Medium Bombers (XII TAC)
Repeat attacks of D-5 AM

d D-1 (PM)- Fighters Escorting Heavy Bombers (15th AF)
Repeat attacks of D-5 AM.

5. GENOA area.

a D-4 (PM)- Fighters Escorting Medium Bombers (XII TAC)

VIAREGGIO	Q-013875	Wasserman	4
VIAREGGIO	Q-008879	Freya	3
VIAREGGIO	Q-008879	Giant Wurzburg	3
PORTO FINO	Unkown at Present	Seetakt	20
VOLTRI	Unknown at present	Seetakt	20
VARAZZE	O-712454	Giant Wurzburg	3
VARAZZE	O-712454	2 Freya	6
CAPE MELE	O-326019	Wasserman	4
CAPE MELE	O-326018	Giant Wurzburg	3
CAPE MELE	O-328021	Freya	3
MONACO	S-079715	Seetakt	20
CAP FERRAT	S-022658	Seetakt	20
		TOTALS	109

b D-1 (AM)- Fighters Escorting Heavy Bombers (15 AF)
Repeat attacks of D-4 PM.

D. Protection of SITKA FORCE.

1. The SITKA Force will land on the Islands of PORT CROSS and LEVANT under cover of darkness on the night of D-1/D day. The Naval lift for these forces will consist of 5 LSI, 5 Transports, (APD) 16 PT and 4 ASRC. The Naval force will follow the convoy route as laid down in appendix 16 to Operations Order No. 1, XII TAC, and will be forty (40) miles from PORT CROS at 2000 hours on D-1 day.

2. XII TAC OPS will give air protection to this convoy at last light on D-1 day by sending twenty-four (24) P-47 aircraft of the 79th Fighter Group (Call Sign "DICKIE") on a fighter sweep in the vicinity of MARSEILLE. This sweep will be routed in the vicinity of the SITKA Force both on their way out and on their return. This mission is to be so timed that the aircraft will be in the vicinity of the SITKA Force at last light on D-1 day.

3. In the event that the SITKA Force convoy is attacked by enemy air in strength, the Naval SITKA Force Commander will call the fighter sweep, (Call Sign "DICKIE") on VHF "C" channel, and vector them onto the enemy. The SITKA Force Commander is aboard the U.S.S. "AUGUSTA" (Call Sign "SWEETGIRL ONE").

4. MACAF will provide six (6) night fighter sorties as protection for the SITKA Force.

D. Alternate Plans.

1. Every effort is being made to avoid any delay in "D" Day. Should weather or other local conditions in the assault area make a 24 hour postponement of "D" Day necessary, this information should be available by 1300B on D-1.

2. The only change in this plan necessary in the event of a 24 hour postponement of "D" day is to cancel the missions scheduled for D-1 afternoon and night, and put these operations on the afternoon and night preceding the actual assault.

3. "D" day should not be postponed after the bomber attacks on the "ANVIL" area scheduled for D-1 PM have been delivered.

4. In the event "D" day is postponed after the Heavy bombers scheduled to attack "ANVIL" coast defense batteries on the afternoon of D-1 are airborne, alternate targets in the GENOA area may be attacked, if desired. This is not important, but it is very important that the attacks are NOT delivered in the SETE, MARSEILLE or "ANVIL" areas.

SECTION IV - RESPONSIBILITIES

A. Commanding General, MASAF.

1. MASAF is responsible for the selection of bombs and fuzes, methods of attack, and routes to and from objectives. MASAF is responsible for providing for the security of its own formations.

2. MASAF is responsible for the provision and distribution, to its own units, of target charts and objective photographs.

B. Commanding General, MATAF.

1. MATAF is responsible for the selection of bombs and fuzes, methods of attack, and routes to and from objectives. XII TAC is responsible for providing escort for MATAF Medium Bombers.

2. MATAF is responsible for the provision and distribution of target charts and photographs to Medium Bomber Groups.

3. MATAF is responsible for the early issuance of a Directive covering RCM operations, including instructions for their integration with Operation "NUTMEG".

4. MATAF is responsible for the provision and distribution of target photographs for RCM operations and Operation "FERDINAND".

5. MATAF is responsible for the integration of Operation "NUTMEG" and any air operations that may be conducted in connection with Operation "FERDINAND".

C. Commanding General, XII TAC.

1. XII TAC is responsible for the operation of the Fighter-bomber Force, and the provision of escort for MATAF Medium Bombers.

2. XII TAC is responsible for the night intruder effort.

3. XII TAC is responsible for meeting unforeseen contingencies with forces available to it.

4. XII TAC is responsible for the provision and distribution to its own units of detailed target charts and target photographs.

5. XII TAC is responsible for supplying a fighter sweep in conjunction with the Operation of the SITKA Force. (See Section III, para c, this plan.)

SECTION V - SUMMARY

The implementation of this plan will involve:

42	Heavy Bomber Group Missions
28	Medium Bomber Group Missions
20	Night Bomber Sorties
512	Fighter Bomber Sorties
12	Night Intruder Sorties
100	Special Fighter Sorties
	Fighter Escort Sorties, as required.

For the Commanding General:

DORR E. NEWTON JR.
Colonel, G. S. C.,
AC of S, A-3.

:::::::::::::::::::
:T O P S E C R E T:
:Auth:CG, XII TAC :
:Initials________ :
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:2 August 1944.   :
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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

2 August 1944

ANNEX NO. 10
To Operations Order No. 1

"PLAN FOR OPERATION YOKUM"

1. Plan "YOKUM" has been submitted to higher headquarters for approval after coordination with ground and naval forces. It is not to be construed as an operational order, as it will be followed at a later date by detailed instructions for the pre 'H' hour, 'D' day operations.

2. Distribution of maps, target charts, and target photographs to all XII Tactical Air Command units will be handled in the normal manner.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.
DORR E. NEWTON, JR.,
Colonel, G. S. C.,
AC of S, A-3.

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

: T O P S E C R E T :
: AUTH: CG, XII TAC :
: INITIALS :
: DATE: 1 AUG 1944 :

1 August 1944

DETAILED PLAN - OPERATION "YOKUM"

Contents

SECTION I - GENERAL

A. Designation. The Air operation in direct support of the "ANVIL" assault on "D" day prior to H hour has been designated "Operation YOKUM".

B. Authority. This plan for operation "YOKUM" is proposed as directed by M.A.T.A.F. in letter "Operation ANVIL Bombing Plan" reference TAF/65/17/AIR, dated 14 July 1944.

C. Purpose. Operation "YOKUM" is designed to:

1. Cause maximum destruction to enemy coastal and beach defenses within the assault area with all forces available.

2. The following target priority will be followed:

a. Counter battery attacks, coordinated with Naval gunfire, on any enemy artillery that can be brought to bear on shipping of any type in the assault area.

b. Enemy guns and other military installations which bear directly on the ability of our ground forces to advance over the beaches.

c. Enemy light artillery and other military installations that are capable of delaying the planned "D" day advance in general.

d. Destruction of any enemy airdromes operational in or within close fighter operating range of the assault area.

D. Timing.

1. The pre-assault bombing must occur after first light of D day and prior to H hour. It cannot, except for any part connected with Operation "NUTMEG", be initiated prior to D day.

2. Operation "YOKUM" cannot therefore be initiated prior to first light of D day.

3. Operation "YOKUM" continues until H hour on D day.

4. All bombing will cease at 0730B on "D" day.

E. Relation to Operation "NUTMEG". Operation "YOKUM" is of a higher priority than any other air operation as of 0350B on D day.

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F. Relation to Other Air Operations.

1. The full effect of Operation "YOKUM" can be realized only if the pre - D day bombing tasks assigned MASAF, MATAF, and XII TAC are fully accomplished, including those of Operation "NUTMEG". Any pre D day bombing tasks not fully accomplished by first light D day will be placed in a priority below Operation "YOKUM".

2. Every effort will be made to have the maximum possible force available for Operation "YOKUM" even to extent of decreasing effort on pre D day operations for the accomplishment of this task.

3. Succeeding operations after H hour will continue the afore mentioned target priorities in paragraph C. 2., above, and in addition will continue the overall isolation of the battlefield started prior to D day.

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SECTION II PLAN OF ATTACK

A. Attack Order.

1. Phase I. Any Guns firing from 0550 to 0610.

AO No.	TARGET	T.O.T. (All times B time)	ESTIMATED FORCE
1	Any guns firing in area S-2353 to S-2550 to S-3159 to S-5060 (S-256528)	From 0550 to 0610	4 F/B Sorties
2	Any guns firing in area S-2353 to S-2450 to U-5831 to U-5636 (S-214512)	From 0550 to 0610	4 F/B Sorties
3	Any guns firing in area U-5831 to U-5636 to U-5320 to U-4823 (U-531252)	From 0550 to 0610	4 F/B Sorties
4	Any guns firing area U-4823 to U-4117 to U-4414 to U-5418 (U-518176)	From 0550 to 0610	4 F/B Sorties
5	Any guns firing in area U-5418 to U-5015 to U-5008 to U-5408 (U-516103)	From 0550 to 0610	4 F/B Sorties
6	Any guns firing in area U-4810 to U-5205 to U-3708 to U-3802 (U-412052)	From 0550 to 0610	4 F/B Sorties
7	Any guns firing in area U-2905 to Z-3296 to Z-2095 to U-2002 (Z-276958)	From 0550 to 0610	4 F/B Sorties
8	Any guns firing in area Z-1984 to Z-1084 to Z-1099 to U-2001 (Z-121888)	From 0550 to 0610	4 F/B Sorties

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1. PHASE II. Coastal Defense Guns, Primary Targets.

A.O.	TARGET	LOCATION	DESCRIPTION	MISSIONS	EACH MISSION'S NO. & TYPE A/C	TIMES ON TARGET	BOM
9	M-18	Z-276958	4-120CD	3	4 F/B	0615 0640 0655	Ince
				3	6 M/B	0650 0710 0725	Ince
10	L-24-25	Z-121888	(2-105CD) (2-155CD)	2	4 F/B	0620 0635	Ince
				3	6 M/B	0655 0715 0725	Ince
11	P-34	U-546259	3-220CD	3	4 F/B	0610 0625 0645	Ince
				3	6 M/B	0650 0710 0725	Ince
12	N-42	U-497171	4 Hows CD	1	4 F/B	0630	Ince
				3	6 M/B	0650 0700 0720	Ince
13	P-63	S-205513	5-150CD	3	4 F/B	0610 0630 0650	* 2
				2	6 H/B	between 0700 and 0730	Frag
14	Q-25	S-236526	6 DP	2	4 F/B	0615 0640	Ince
				3	6 M/B	0700 0710 0725	Ince
15	Q-06	S-274542	4 DP	1	4 F/B	0620	Ince
				3	6 M/B	0655 0705 0720	Ince
16	N-23	U-496122	4-105 DP	2	4 F/B(CTF-88)	0620 0640	* 2
				2	6 H/B	between 0700 and 0730	Frag
17	L-30	Z-185869	4-164CD	5	4 F/B(CTF-88)	0610 0625 0640 0700 0715	Ince
18	P-39	U-522180		6	4 F/B	0610 0620 0640 0655 0710 0725	Ince
19	P-47	U-523179	5-220CD	5	4 F/B	0615 0620 0625 0655 0725	Ince
20	P-48	U-525177		5	4 F/B	0610 0615 0625 0640 0710	Ince
21	N-12	U-441188	4-150	5	4 F/B (CTF-88)	0620 0635 0650 0705 0720	* 2
22	N-13	U-442186	2-Lt CD	3	4 F/B	0640 0655 0725	* 2
23	P-28	U-599365	4-105 CD	4	4 F/B	0615 0630 0645 0700	* 2
24	Q-37	S-263538	2-Lt CD	3	4 F/B	0620 0650 0710	* 2
25	Q-38	S-223510	2-Lt CD	3	4 F/B	0615 0635 0700	* 2
26	Q-39	S-225515	2-Lt CD	3	4 F/B	0610 0625 0655	* 2

E II. Coastal Defense Guns, Primary Targets.

LOCATION	DESCRIPTION	MISSIONS	EACH MISSION'S NO. & TYPE A/C	TIMES ON TARGET	BOMB LOADS
Z-276958	4-120CD	3	4 F/B	0615 0640 0655	Incendiary
		3	6 M/B	0650 0710 0725	Incendiary/Demo
Z-121888	(2-105CD)	2	4 F/B	0620 0635	Incendiary
	(2-155CD)	3	6 M/B	0655 0715 0725	Incendiary/Demo.
U-546259	3-220CD	3	4 F/B	0610 0625 0645	Incendiary
		3	6 M/B	0650 0710 0725	Incendiary/Demo.
U-497171	4 Hows CD	1	4 F/B	0630	Incendiary
		3	6 M/B	0650 0700 0720	Incendiary/Demo.
S-205513	5-150CD	3	4 F/B	0610 0630 0650	* 2 x 1000
		2	6 H/B	between 0700 and 0730	Frag/Demo.
S-236526	6 DP	2	4 F/B	0615 0640	Incendiary
		3	6 M/B	0700 0710 0725	Incendiary/Demo.
S-274542	4 DP	1	4 F/B	0620	Incendiary
		3	6 M/B	0655 0705 0720	Incendiary/Demo.
U-496122	4-105 DP	2	4 F/B(CTF-88)	0620 0640	* 2 x 1000
		2	6 H/B	between 0700 and 0730	Frag/Demo.
Z-185869	4-164CD	5	4 F/B(CTF-88)	0610 0625 0640 0700 0715	Incendiary
U-522180		6	4 F/B	0610 0620 0640 0655 0710 0725	Incendiary
U-523179	5-220CD	5	4 F/B	0615 0620 0625 0655 0725	Incendiary
U-525177		5	4 F/B	0610 0615 0625 0640 0710	Incendiary
U-441188	4-150	5	4 F/B (CTF-88)	0620 0635 0650 0705 0720	* 2 x 1000
U-442186	2-Lt CD	3	4 F/B	0640 0655 0725	* 2 x 1000
U-599365	4-105 CD	4	4 F/B	0615 0630 0645 0700	* 2 x 1000
S-263538	2-Lt CD	3	4 F/B	0620 0650 0710	* 2 x 1000
S-223510	2-Lt CD	3	4 F/B	0615 0635 0700	* 2 x 1000
S-225515	2-Lt CD	3	4 F/B	0610 0625 0655	* 2 x 1000

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1. PHASE II. Coastal Defense Guns. Primary Targets (Continued)

A.O.	TARGET	LOCATION	DESCRIPTION	MISSIONS	EACH MISSION'S NO. & TYPE A/C	TIMES ON TARGET	BOMB [illegible]
27	Q-04	S-238527	4-Lt CD (u)	2	4 F/B	0625 0645	* 2 x [illegible]
28	Q-40	S-248527	2-CD	2	4 F/B	0630 0650	Incend[illegible]
29	Q-03	S-214518	4-CD (u)	3	4 F/B	0620 0700 0720	* 2 x [illegible]
30	P-40	U-516092	4-150 CD	6	4 F/B	0610 0625 0640 0655 0710 0725	* 2 x [illegible]
31	N-15	U-448178	2-MCD	6	4 F/B	0615 0630 0645 0700 0715 0730	Incend[illegible]
32	P-29	U-601337	4-Lt CD	3	4 F/B	0650 0710 0725	* 2 x [illegible]
33	P-30	U-604337	2-Lt CD (u)	3	4 F/B	0630 0700 0720	*2 x [illegible]
34	Q-07	S-334692	4-149 (u)	3	4 F/B	0655 0715 0730	* 2 x [illegible]
35	P-41	U-521165	4-CD How.	3	4 F/B	0650 0705 0720	* 2 x [illegible]
36	N-17	U-443107	4-CD How.	5	4 F/B	0630 0645 0700 0715 0730	* 2 x [illegible]
37	N-19	U-500156	2-Lt CD (u)	3	4 F/B	0650 0705 0720	* 2 x [illegible]
38	L-43-44	Z-135998	4-150 CD	2	6 M/B	0710 0730	Incend[illegible]

* 2 x 1000 pound bombs where condition of runway, experience of pilots , and daylight take-offs permit. Missions taking off before 0600 will carry 2 x 500 pound bombs.

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. Coastal Defense Guns. Primary Targets (Continued)

LOCATION	DESCRIPTION	MISSIONS	EACH MISSION'S NO. & TYPE A/C	TIMES ON TARGET	BOMB LOAD
S-238527	4-Lt CD (u)	2	4 F/B	0625 0645	* 2 x 1000
S-248527	2-CD	2	4 F/B	0630 0650	Incendiary
S-214518	4-CD (u)	3	4 F/B	0620 0700 0720	* 2 x 1000
J-516092	4-150 CD	6	4 F/B	0610 0625 0640 0655 0710 0725	* 2 x 1000
J-448178	2-MCD	6	4 F/B	0615 0630 0645 0700 0715 0730	Incendiary
J-601337	4-Lt CD	3	4 F/B	0650 0710 0725	* 2 x 1000
-604337	2-Lt CD (u)	3	4 F/B	0630 0700 0720	*2 x 1000
-334692	4-149 (u)	3	4 F/B	0655 0715 0730	* 2 x 1000
-521165	4-CD How.	3	4 F/B	0650 0705 0720	* 2 x 1000
-443107	4-CD How.	5	4 F/B	0630 0645 0700 0715 0730	* 2 x 1000
-500156	2-Lt CD (u)	3	4 F/B	0650 0705 0720	* 2 x 1000
-135998	4-150 CD	2	6 M/B	0710 0730	Incendiary/Demo.

pound bombs where condition of runway, experience of pilots , and daylight permit. Missions taking off before 0600 will carry 2 x 500 pound bombs.

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3. PHASE III. Beach Defenses. Primary Targets.

AO No.	TARGET	T.O.T.	ESTIMATED FORCE
39	Beach 259 U-415066	between 0700 and 0730	180 B-26
40	Beach 261 U-513125	between 0700 and 0730	150 H/B
41	Beach 263A U-510225	between 0700 and 0730	60 to 72 H/B
42	Beach 263B U-512240	between 0700 and 0730	60 to 72 H/B
43	Beach 263C U-520250	between 0700 and 0730	60 to 72 H/B
44	Beach 264B S-210515	between 0700 and 0730	60 to 72 H/B
45	Beach 265A S-256528	between 0700 and 0730	124 B-25

a. On all beaches bombing runs will be made parallel to the shore, or at an angle no greater than 45° to the beach.

4. PHASE IV. Gun Positions.

AO No.	TARGET	LOCATION	DESCRIPTION	MISSIONS	EACH MISSION'S NO. & TYPE A/C	T.O.T.	BOMB LOAD
46	L-27	Z-152855	2 CD	1	4 F/B	0635	Incendiary
47	L-29	Z-170854	4-155	1	4 F/B	0645	Incendiary
48	P-19	U-529334	2 Lt. F/D	1	4 F/B	0645	Incendiary
49	M-36	U-256032	4-CD	1	4 F/B	*0705	2 x 1000
50	P-17	U-514340	4 F/D	1	4 F/B	*0705	2 x 1000
51	N-10	U-439122	4-Lt. CD	1	4 F/B	*0715	2 x 1000
52	P-37	U-533256	4-CD	1	4 F/B	*0730	2 x 1000
53	N-27	U-402163	2-Lt. CD	1	4 F/B	0730	Incendiary

* 2 x 1000 pound bombs where condition of runway, experience of pilots, and daylight take-offs permit. Missions taking off before 0600 will carry 2 x 500 lb. bombs

5. PHASE V. Coastal Defense Guns. Alternate Targets.

a. Specific Assignment.

(1) The following missions will be assigned a special alternate Target (M-28, consisting of 2 or 4 heavy Coastal Defense guns at U-341026). This target may be seized by Commandos, and will therefore not be attacked unless specifically directed by Headquarters Ship. Headquarters Ship will call the designated missions, when airborne, by their AO number.

AO No.	PRIMARY TARGET T.O.T.	FORCE	ALTERNATE TARGET
AO 30	0610	4 F/B	
AO 16	0620	4 F/B	U-341026
AO 36	0630	4 F/B	
AO 31	0645	4 F/B	

(2) The following missions will be assigned alternate targets as indicated:

AO NO.	TIME	FORCE	TARGET	DESCRIPTION	LOCATION
13	0610	4 F/B	P-53	4-75 CD	U-515141
17	0625	4 F/B	N-35	4-CD	U-441076
22	0640	4 F/B	N-29	4-CD	U-391041
33	0700	4 F/B	Q-33	4-155 CD	S-340702
32	0710	4 F/B	N-24	CD (u)	U-405066
29	0720	4 F/B	L-26	3-75 CD	Z-124887

b. General Assignment.

All other F/B and Medium Bomber missions will be assigned one of the following strong points for an alternate target:

1. U-516103	6. U-585345	11. S-276543
2. U-510220	7. S-214512	12. U-412052
3. U-510233	8. S-256528	13. U-518176
4. U-516245	9. S-257532	14. U-439156
5. U-531252	10. S-259535	15. U-559307
		16. U-559321

B. Instructions.

1. AO's 1 - 8 inclusive will arrive at designated area at 0550 and will bomb any gun flashes seen in their immediate vicinity between 0550 and 0610. If no flashes seen by 0610, they will bomb designated strong points as alternate. 16 of these a/c will remain on low cover patrol of 8 in Apple area, 8 in Cherry area. At 0615 they will come under control of the Fighter Director Ship.

2. AO's 9 - 38 inclusive will leave 16 a/c on patrol to relieve above 16, 8 on each patrol area as listed above. At 0650 they will come under control of Fighter Director Ship.

3. AO's 9 - 38 inclusive will leave a further 16 a/c on patrol to relieve the above 16 of para. 2, 8 on each patrol area as listed above. At 0730 they will come under control of Fighter Director Ship.

4. a. 8 Navy F/B will be on call at 0730, and 8 R/P on call at 0800.

b. 16 XII Tactical Air Command F/B will be on call at 0800.

C. Fighter Cover. In addition to fighter-bomber effort and escort of Medium bombers, XII T.A.C. fighters will maintain standing patrol over the beaches beginning at 0550 on D-Day. A patrol of 6 additional Spitfires will be furnished between 0600 and 0800 hours on D-Day as additional low cover over the assault area. See XII T.A.C. Operations Order No. 1.

D. Tac/R and Naval Spotting. Tac/R and Naval Spotting a/c will be in the assault area from 0635 on D-Day on. See XII TAC Operations Order No.1.

E. Troop Carrier Cover.

1. 36 Spitfires of XII Tactical Air Command will furnish area cover between the Northern tip of Corsica and the Italian mainland between 0550 and 0645 on D-Day to protect the end of the Troop Carrier formation, returning to Italian bases.

2. 4 Beaufighter sorties supplied by MACAF will furnish continuous area cover for airborne Operations between the Italian mainland and the dropping point in "ANVIL" between the hours of 0300 and 0600 on D-Day.

F. All missions will avoid the areas Cape Bogri, Ile Levant, Port Cros and the paratroop drop areas, where commando and paratroop operations are taking place on the night D-1/D. Special bomblines will be issued in advance for these areas. All units will insure that all crews are thoroughly briefed on these points so that faulty navigation does not result in mistaking them for target locations that may appear similar.

SECTION III - RESPONSIBILITIES

A. Commanding General, 15th Air Force.

1. 15th Air Force is responsible for the preparation of a detailed plan for the operations of the Heavy Bombers in the Operation "YOKUM". This plan should include methods of attack, altitudes and routes to and from objectives of all Heavy Bomber units. (See Annex 16 to Operations Order No. 1, Hq., XII T.A.C.).

2. 15th Air Force is responsible for the provision and distribution to its own units of target charts and objective photographs of AO 40 to 44 inclusive, and AO's 13 and 16.

3. 15th Air Force is responsible for making available to XII TAC Ops. not later than 10 August 1944, a detailed plan and schedule, outlining the proposed hours of attack of each AO assigned to 15th Air Force, together with all pertinent information as to assembly points, routes and altitudes to be employed.

4. 15th Air Force is responsible for the security of its formations.

5. 15th Air Force is responsible for the provision of adequate fighter escort for the second Troop Carrier Operation, now scheduled between 0630 and 1000 hours "D" Day.

B. Commanding General, MATAF.

1. MATAF is responsible for the preparation of a detailed plan for the operations of the Medium Bombers in Operation "YOKUM". This plan should include methods of attack, altitudes and routes to and from objectives of

of all Medium bomber units. (See Annex 16 to Operations Order No. 1, Hq., XII TAC).

2. MATAF is responsible for the provision and distribution to Medium bomber units of target charts and objective photographs of AO 9, AO 10, AO 11, AO 12, AO 14, AO 15, AO 38, AO 39, AO 45.

3. MATAF is responsible for making available to XII TAC Ops, not later than 10 August 1944, a detailed plan and schedule outlining the proposed hours of attack of each AO assigned to 42nd and 57th Bombardment Wings together with all pertinent information as to assembly points, routes and altitudes to be employed.

C. Commanding General, XII TAC.

1. XII TAC is responsible for the operation of the Fighter-Bomber Forces during operation "YOKUM".

2. XII TAC is responsible for provision of:

a. Fighter area cover.

b. Escort for Medium bomber missions.

c. Area cover for initial troop carrier operation.

3. XII TAC is responsible for detailed coordination in timing of all bomber missions of 15th Air Force, MATAF, and XII TAC.

4. XII TAC is responsible for meeting unforeseen contingencies with the forces available to it.

5. XII TAC is responsible for provision and distribution to its own units of target charts and objective photographs of all AO's except those listed in Section III, A 2 and B 2 above.

D. Details relating to above division of responsibilities.

1. The following points were mutually agreed upon by representatives of MATAF, 15th Air Force, 42nd Bombardment Wing, 57th Bombardment Wing, and XII TAC:

a. Assignment of beach objectives as listed in Section II above.

b. 15th Air Force units will rendezvous over or near CORSICA at altitudes above 12,000 feet, approaching the assault area in a lane Northeast of the Naval Convoy Lane.

c. 42nd Bombardment Wing will rendezvous over the Western side of SARDINIA or CORSICA at altitude below 10,000 feet, approaching the assault area in a lane Southwest of the Naval Convoy Lane, direct from ORISTANO, SARDINIA to a point midway between the islands of PORQUEROLLES and PORT CROS; from there to their targets. Return will be by the normal aircraft route. (See Appendix 'B', Annex 16, Ops Order No. 1, Hq., XII TAC)

d. 57th Bombardment Wing will rendezvous over bases in Southeastern CORSICA, at altitudes below 10,000 feet, approaching the assault area in a lane Northeast of the Naval Convoy Lane.

e. XII TAC fighters and fighter bombers will rendezvous in the area BORGO, CAPE CORSE, CALVI at altitude below 10,000 feet, approaching the assault area in lane on either side of the Naval Convoy Lane.

f. No target will be bombed by Heavy or Medium Bombers after 0730 hours "D" Day.

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2. Area of Bombing.

a. Defenses within beaches are considered nearly uniform on a per yard basis.

b. Beaches will be bombed to a depth of 400 yards by Heavy and Medium bombers. Beach 265A, being only 80 yards long will be bombed approximately 450 yards on each side, where defenses similar to beach defenses exist.

3. Bomb Loadings

a. Beach Defenses.

(1) Fragmentation or demolition bombs of weights not exceeding 260 pounds will normally be used.

(2) If necessary, because of insufficient supply of bombs of above categories, 500 pound bombs may be used to complete loads of the full force.

(3) Instantaneous fuses will be employed whenever possible. In no case will fuses other than instantaneous be used on demolition bombs larger than 100 pounds.

(4) No phosphorous or incendiary bombs will be employed against beach defenses.

b. Gun Positions.

(1) Incendiary bombs (not white phosphorous) may and should be employed against certain gun positions as indicated in SECTION II, PHASE II above.

(2) Against gun positions not specifically cleared for incendiaries, only large demolition bombs with short delay fuses will be used.

4. 15th Air Force, 42nd Bombardment Wing, and 57th Bombardment Wing will forward to XII TAC prior to 10 August, a list of call signs for each separate formation of aircraft participating. Each formation when 15 minutes from their target will call the Fighter Director Ship (Call sign BABY), on "C" channel VHF, using their formation call sign. This will be acknowledged by the Fighter Director Ship. If not acknowledged it will be repeated one time at an interval of two minutes after initial call.

Sample call and answer: ("Hello BABY, this is JOHNNY entering your area, over" - Answer: "Hello JOHNNY, this is BABY, out").

SECTION IV - SUMMARY

A. The implementation of this plan will involve approximately:

12 Heavy Bomb Groups	15th Air Force
7 Medium Bomb Group	MATAF
408 Fighter/Bomber sorties	XII TAC
120 Fighter Sorties	XII TAC (Plus Standing Patrols)
8 Night Fighter Sorties	(Plus Standing Patrols)
48 Fighter/Bomber Sorties	C.T.F. 88 (Plus 16 Standby Sorties)

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B. Considerable flexibility to meet changes in enemy disposition or the tactical situation is retained through the method of scheduling Fighter/Bomber effort.

For the Commanding General:

DORR E. NEWTON Jr.,
Colonel, G. S. C.,
AC of S, A-3.

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:5 Aug 44 :
:Date Init:

HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

5 August 1944

ANNEX NO. 11
To Operations Order No. 1.

"PLAN FOR OPERATION DUCROT"

1. Plan "DUCROT" has been submitted to higher headquarters for approval after coordination with ground and naval forces. It is not to be construed as an operational order, as it will be followed at a later date by detailed instructions for operations after "H" hour on "D" day.

2. Distribution of maps, target charts, and target photographs to all XII T.A.C. units will be handled in the normal manner.

By Command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA
Deputy Commander.

OFFICIAL:

DORR E. NEWTON JR.,
Colonel, G. S. C.,
AC of S, A-3.

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:Date 4 August 1944 :
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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

4 August 1944

DETAILED PLAN OPERATION "DUCROT"

SECTION I - GENERAL

A. Designation. The Air Operation in direct support of the "ANVIL" assault beginning "H" hour on "D" day has been designated (Operation DUCROT".

B. Authority. This plan for Operation "DUCROT" is proposed as directed by MATAF in letter "Operation ANVIL Bombing Plan" reference TAF/65/17/AIR, dated 14 July 1944.

C. Purpose.

1. To cause maximum destruction to enemy coastal and beach defenses within the assault area.

2. To isolate the battlefield area by the destruction of rail and road bridges across the RHONE - ISERE - DURANCE Rivers, and by blocking of defiles and rail lines running through the ALPS from the ISERE southward.

3. To attack any troop movements within the XII TAC area (See Ops order No. 1, Section II paragraph 1 b.)

4. To neutralize any enemy airdromes operational in or within close fighter range of the assault area.

D. Target Priority.

1. Up to H ≠ 6½ hours the maximum fighter-bomber effort will be directed against:

a. Counter battery attacks, coordinated with Naval gunfire, on any enemy artillery that can be brought to bear on shipping of any type in the assault area.

b. Enemy guns and other military installations which bear directly on the ability of our ground forces to advance over the beaches.

c. Enemy light artillery and other military installations that are capable of delaying the planned "D" day advance in general.

2. After H ≠ 6½ hours, guns still threatening shipping or the ground forces will be attacked, but the bulk of fighter-bomber effort will be diverted to armed recces beyond the Armed Recce Line to attack any troop or vehicle concentrations moving into the assault area. Alternate targets will be the DURANC River bridges.

3. The balance of Heavy Bombers not employed on the beaches, plus a turn-around on all Medium Bomber groups will be employed on the bridges cited in paragraph c 2, Section I above.

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E. Timing.

1. A certain part of the force not being employed prior to "H" hour in Operation "YOKUM" will be available at "H" hour for Operation "DUCROT". The balance becomes available on turn-around from the pre "H" hour bombardment.

2. Operation "DUCROT" continues from "H" hour "D" day until the fall of TOULON. A general directive (See Section II this plan) will be used by XII TAC OPS for detailed planning after "D" day, in the event of a communications breakdown prohibiting the passing of detailed directives from XII TAC Advanced.

F. Relation to Other Air Operations.

1. During the early phases of Operation "DUCROT" every effort must be made to continue the bombing of gun positions and military installations bombed in Operation "YOKUM" in order to render further assistance to naval and ground forces in the critical period immediately after the assault on the beaches.

2. Operation "DUCROT" is of higher priority than any other air operation as of "H" hour "D" day.

3. The full effect of Operation "DUCROT" can be realized only if the pre "D" day bombing tasks assigned MASAF, MATAF, and XII TAC are fully accomplished.

4. After H ≠ 6½ hours the greater part of the Air Forces still available will be turned to the continued isolation of the battlefield commenced prior to "D" day, and to the attacking of any reinforcements within range that are moving toward the assault area. Any pre "D" day tasks for the isolation of the battlefield that have not been completed by the night of D-1 must be resumed on D ≠ 1.

SECTION II - OBJECTIVES

A. The following objectives have been determined the most suitable for the execution of this plan:

1. Military Installations and Gun Positions.

a. Initially. Seacoast guns and military installations affecting approach to, landing on, or passing beyond the beaches.

b. Subsequently.

(1) Attack of any enemy movement within the XII TAC area. (See Section II, 1 b, Ops Order 1, HQ XII TAC)

(2) Close support to the advance of ground forces on their move westward to TOULON.

(3) Support of Naval operations westward from the assault area to TOULON.

2. Road and Rail Bridges.

a. Road and rail bridges on the RHONE, ISERE and DURANCE Rivers, which, if destroyed, can isolate the battlefield.

b. In conjunction with bridges across the RHONE, ISERE and DURANCE Rivers, continued attacks on road and rail bridges and defiles in the ALPS from their junction with the ISERE south to the coast.

3. Armed Reconnaissances. Armed reconnaissances by fighter bombers outside the Armed Reconnaissance Line to points of maximum range in order to attack any concentrations of troops or supplies observed or reported by Tac/R to be moving into the assault area.

4. Rail Cuts. Railcuts by rocket-firing planes and fighter-bombers to further disrupt the enemy's rail communications.

5. Counter-Air Force Operations. Counter-Air Force measures against any airdromes or aircraft capable of reaching the assault area.

B. The objectives listed above in Section II A, this plan, will constitute a general directive to all XII T.A.C. Units beginning on D ✓ 1 Day, and will be used, in conjunction with paragraphs C and D, Section III, this plan, for detailed planning by XII T.A.C. OPS in the event of a communications failure between XII T.A.C. ADV and XII T.A.C. OPS.

SECTION III - PLAN OF ATTACK.

A. From "H" Hour balance of "D" Day.

1. Heavy Bombers - 9 Groups.

AERIAL OBJECTIVE NUMBER	TARGET NUMBER	LOCATION	DESCRIPTION	NO. OF MISSIONS	ESTIMATED NUMBER & TYPE A/C	TOT	BOMB LOAD
AO-501	264A	From U-566332	Beach 264A	1	30 H/B	1230 1245	Frag & Demo
AO-502	264A	To U-585345	Beach 264A	1	30 H/B	1245 1300	not to exceed
AO-503	264A	U-570340	Road from Beach 264A to U-561351 FREJUS	1	30 H/B	1220 1300	260 lbs.
AO-504	A	N-850204	PONT ST ESPRIT road Bridge	1	30 H/B	1300	Demo.
AO-505	B	N-880419	DONZERE PONT DU ST TUSSELAGE Road Brdge	1	30 H/B	1330	"
AO-506	C	N-878450	VIVIERS Road Bridge	1	30 H/B	1415	"
AO-507	D	N-871528	LATIEL Road Bridge	1	30 H/B	1445	"
AO-508	E	O-010957	VALENCE Road Bridge	1	30 H/B	1530	"
AO-509	F	N-843325	BOURG ST ANDEOL Road Bridge	1	30 H/B	1600	"

2. Medium Bombers - 7 Groups.

AERIAL OBJECTIVE NUMBER	TARGET NUMBER	LOCATION	DESCRIPTION	NO. OF MISSIONS	ESTIMATED NUMBER & TYPE A/C	TOT	BOMB LOAD
AO-510	G	O-875175	*SISTERON (RR Bridge (Rd Bridge	1	36 M/B	1600	Demo.
AO-511	H	S-844559	ARLES Road Bridge	1	36 M/B	1615	"
AO-512		S-892797	ARAMON Road Bridge	1	36 M/B	1615	"
AO-513	G	O-890175	**SISTERON (Bridge in AO-510)(Road Bridge AO-510)	1	36 M/B	1615	"
AO-514	K	S-949997	ROQUEMAURE Rd Bridge	1	36 M/B	1615	"
AO-515	L	S-862699	TORASCON Rd Bridge	1	36 M/B	1630	"
AO-516	M	S-978864	AVIGNON Rd Bridge	1	36 M/B	1630	"

* ½ Effort on RR Bridge, and ½ effort on Road Bridge, both over the BUECH RIVER.

** 2/3 effort on road bridge over DURANCE RIVER, and 1/3 effort on either bridge in AO-510 not out.

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3. Gun Positions and Rail cuts for Carrier Task Force.

AERIAL OBJECTIVE NUMBER	TARGET NUMBER	LOCATION	DESCRIPTION	NO. OF MISSIONS	ESTIMATED NUMBER & TYPE A/C	TOT	BOMB LOAD
AO-517	N-23	U-496122	4 C.D.	1	4 F/B	0800	2 x 500
AO-518	N-32	U-484104	4 C.D.	1	4 F/B	0800	2 x 500
AO-519	20	U-441118	2 C.D.	1	4 R/P (F/B)	0830	2 x 500
AO-520	P-39	U-523179	2 C.D.	1	4 R/P (F/B)	0830	2 x 500
AO-521	P-47	U-522130	1 C.D.	1	4 F/B	0900	2 x 500
AO-522	N-17	U-448107	4 C.D.	1	4 F/B	0900	2 x 500
AO-523	P-48	U-525177	1 C.D.	1	4 R/P (F/B)	0930	2 x 500
AO-524	N-42	U-497171	4 C.D. How.	1	4 R/P (F/B)	0930	2 x 500
AO-525	P-30	U-604336	2 C.D. Lt.	1	4 F/B	1000	2 x 500
AO-526	P-28	U-599365	4 C.D.	1	4 F/B	1000	2 x 500
AO-527	SISTERON (O-8918) to PERTIUS (T-5957)		Railcuts	2	8 R/P	1200, 1330	
AO-528	PERTIUS (T-5957) to AIX (T-5141)		Railcuts	1	8 R/P	1430	
AO-529	AIX (T-5141) to (T-8036)		Railcuts	2	8 R/P	1600, 1800	
AO-530	AVIGNON (S-9787) to MIRAMIS (T-1546)		Railcuts	1	8 F/B	1830	2 x 500
AO-531	ARLES (S-8557) to MIRAMUS (T-1546)		Railcuts	1	8 R/P	1900	
AO-532	MEYRARQUES (T-5854) to DRAQUIGNAN (U-3147)		Railcuts	2	8 F/B 8 R/P	1930 2000	2 x 500

4. Gun Positions to be attacked by P-38's and P-47's who then go on patrol over the beaches as designated by patrol schedule.

AERIAL OBJECTIVE NO.	TGT.	LOCATION	DESCRIPTION	NO. of MISSIONS	NO. & TYPE A/C	TOT	PATROL AO NUMBERS	BOMB LOAD
AO-533	N-08	U-502220	4 D.P.	1	6 P-38	0755	303	2 x 1000
AO-534	P-37	U-533256	4 C.D.	1	6 P-38	0755	303	2 x 1000
AO-535	Q-38	S-222509	2 C.D. Lt.	1	4 P-47	0805	104	2 x 1000
AO-536	Q-25	S-236526	6 C.D.	1	4 P-47	0805	104	2 x 1000
AO-537	P-34	U-546259	3 C.D.	1	4 P-47	0805	204	2 x 1000
AO-538	P-20	U-545303	4 C.D.	1	4 P-47	0805	204	2 x 1000
AO-539	N-10	U-439121	(?) C.D.	1	4 P-47	0850	105	Incendiary
AO-540	N-27	U-402163	2 Field	1	4 P-47	0850	105	Incendiary

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AERIAL OBJECTIVE NO.	TGT. NO.	LOCATION	DESCRIPTION	NO. of MISSIONS	NO. & TYPE A/C	TOT	PATROL NUMBERS	BOMB LOAD
AO-541	N-20	U-465190	2 C.D	1	4 P-47	0850	205	Incendiary
AO-542	N-15	U-448178	2 C.D. Med.	1	4 P-47	0850	205	Incendiary
AO-543	P-56	U-514336	4 C.D Med.	2	6 P-38	0910 1210	304 306	Incendiary
AO-544	21	U-507376	4 C.D. Lt.	2	6 P-38	0910 1210	304 306	Incendiary
AO-545	22	U-575394	4 C.D. Lt.	1	4 P-47	0935	106	2 x 1000
AO-546	P-15	U-554370	4 C.D.	1	4 P-47	0935	106	2 x 1000
AO-547	N-29	U-237014	4 C.D. Lt.	2	4 P-47 6 P-38	0935 1510	206 308	Incendiary 2 x 1000
AO-548	N-18	Z-276958	4 C.D.	2	4 P-47 6 P-38	0935 1510	206 308	Incendiary 2 x 1000
AO-549	23	U-529372	4 C.D. Med.	1	4 P-47	1020	107	Incendiary
AO-550	P-19	U-529334	2 Field	1	4 P-47	1020	107	Incendiary
AO-551	N-38	U-362095	3 C.D.	1	4 P-47	1020	207	2 x 1000
AO-552	S	U-439156	Strong Point	1	4 P-47	1020	207	2 x 1000
AO-553	P-07	U-520374	4 C.D. Lt.	2	6 P-38	1040 1340	305 307	Incendiary
AO-554	P-02	U-515328	4 Field	2	6 P-38	1040 1340	305 307	Incendiary
AO-555	24	U-509381	4 C.D. Lt.	1	4 P-47	1105	108	2 x 1000
AO-556	25	U-520366	4 C.D. Lt.	1	4 P-47	1105	108	2 x 1000
AO-557	P-10	U-532372	4 C.D. Lt.	1	4 P-47	1105	208	Incendiary
AO-558	P-02	U-515328	4 Field	1	4 P-47	1105	208	Incendiary
AO-559	P	Z-120988	Rd Bridge	1	6 P-38	1640	309	2 x 1000
AO-560	N	Z-115995	Rd Bridge	1	6 P-38	1640	309	2 x 1000
AO-561	R	S-303631	Rd Bridge	1	6 P-38	1810	310	2 x 1000
AO-562	[illegible]	S-306633	Rd Bridge	1	6 P-38	1810	310	2 x 1000
AO-563	T	S-305651	Rd Bridge	1	6 P-38	1940	311	2 x 1000
AO-564	R	S-303631	Rd Bridge	1	6 P-38	1940	311	2 x 1000

5. F/B - Primary targets to be bombed, followed by armed reconaissances outside the "Armed Reconaissance Line" in the area TOULON (Y-930970) to BRIGNOLIS (U-015295), north to the VERDON RIVER (U-015670) east along the VERDON RIVER to ROUGON (U-270750) to GRASSE (S-300770) to CANNES (S-370660), strafing any enemy concentrations of troops or vehicles observed.

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(5 Cont'd)

AERIAL OBJECTIVE NO.	TGT. NO.	LOCATION	DESCRIPTION	NO. of MISSIONS	NO. & TYPE A/C	TOT	PATROL NO NUMBERS	BOMB LOAD
AO-565	39	S-225515	2 C.D. Lt.	1	4 P-47	0815		2 x 1000
AO-566	Q-06	S-275542	5 D.P.	1	4 P-47	0815		2 x 1000
AO-567	1	U-524095	Strong Point	1	4 P-47	0825		2 x 1000
AO-568	20	U-441118		1	4 P-47	0825		2 x 1000
AO-569	N-17	U-448107	4 C.D.	1	4 P-47	0845		Incendiary
AO-570	N-15	U-448178		1	4 P-47	0845		Incendiary
AO-571	N-12	U-441188	4 C.D.	1	4 P-47	0955		Incendiary
AO-572	N-27	U-402163		1	4 P-47	0955		Incendiary
AO-573	22	U-575394	A.C.D.Guns Lt	1	4 P-47	1130		2 x 1000
AO-574	P-15	U-554370	4 C.D. Guns	1	4 P-47	1130		2 x 1000
AO-575	6	U-541319	Strong Point	1	4 P-47	1310		2 x 1000
AO-576	10	U-585345	Strong Point	1	4 P-47	1310		2 x 1000
AO-577	4	U-559307	Strong Point	1	4 P-47	1320		2 x 1000
AO-578	5	U-559321	Strong Point	1	4 P-47	1320		2 x 1000
AO-579	10	U-585345	Strong Point	1	4 P-47	1330		2 x 1000
AO-580	7	U-554335	Strong Point	1	4 P-47	1330		2 x 1000
AO-581	9	U-551342	Strong Point	1	4 P-47	1400		2 x 1000
AO-582	8	U-561351	Strong Point	1	4 P-47	1400		2 x 1000
AO-583	U	U-615574	Rd. Bridge	1	8 P-47	1400		2 x 1000
AO-584	T	S-305651	Rd. Bridge	1	8 P-47	1500		2 x 1000
AO-585	Q	Z-134977	Rd. Bridge	1	8 P-47	1600		2 x 1000
AO-586	R	S-308631	Rd. Bridge	2	4 P-47	1700 1900		2 x 1000
AO-587	S	S-306633	Rd. Bridge	2	4 P-47	1700 1900		2 x 1000
AO-588	N	Z-115995	Rd. Bridge	2	4 P-47	1800 2000		2 x 1000
AO-589	P	Z-120988	Rd. Bridge	2	4 P-47	1800 2000		2 x 1000

6. Fighter Bomber - Alternate - Targets for Armed reccos.

Armed reccos from armed recce line to target. Bomb any large concentrations seen, check any reported by controller, if none seen bomb indicated targets. Times indicated will be time over alternate target

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(6 Cont'd)

AERIAL OBJECTIVE NUMBER	TARGET NUMBER	LOCATION DESCRIPTION	NO. OF MISSIONS	NUMBER & TYPE A/C	TOT	BOMB LOAD
A0-590	V	S-985825 Road Bridge	1	8 P-38	1230	2 x 1000
A0-591	W	T-548568 Road Bridge	3	8 P-47	1245 1630 1815	2 x 1000
A0-592	X	T-073797 Road Bridge	1	8 P-38	1345	2 x 1000
A0-593	Y	T-684600 Road Bridge	3	8 P-47	1415 1645 1845	2 x 1000
A0-594	Z	T-166733 Road Bridge	1	8 P-38	1430	2 x 1000
A0-595	AA	T-980616 Road Bridge	3	8 P-47	1445 1715 1945	2 x 1000
A0-596	AB	T-285638 Road Bridge	1	8 P-38	1515	2 x 1000
A0-597	AC	U-302755 Road Bridge	3	8 P-47	1530 1730 2015	2 x 1000
A0-598	AD	T-440613 Road Bridge	1	8 P-38	1545	2 x 1000

B. Instructions for Paragraph A, Section III.

1. H/B missions on beach 264A will have a 4000 yard phase line for troops approaching from landside up to 1300 hours. Phase line will be 4000 yards East of a line running North and South through strong point at U-585345.

2. A0-501 and 502 will bomb beach 264A including strong point U-585345, and A0-503 will bomb thr road to FREJUS including strong point U-561351.

3. Reference A0-513, the 1/3 effort will be placed against the bridge in A0-510 that is still intact. If both bridges in A0-510 are out, put full effort on bridge in A0-513.

4. Reference Heavy and Medium bomber bridge targets, the following A0's will use indicated targets as alternates:

a. A0-503, 504, and 505 Road Bridge at N-886564.

b. A0-506, 507, and 508 Road Bridge at N-913758.

c. A0-510, 511, and 512 Rail Bridge at N-993803.

d. A0-513, 514, 515, and 516 Road Bridge at N-981771.

5. All Fighter-Bomber and R/P missions scheduled to attack separate targets simultaneously are so arranged that they may go out in units of eight until just prior to making attack, then splitting into units of four or six to attack two separate targets.

6. Fighter-Bomber patrol A0 numbers are inserted in this schedule to indicate how the Fighter-Bomber patrols will split to attack separate targets.

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7. All patrol missions carrying bombs will attack indicated targets at time designated in this schedule and will commence patrol immediately after bombing.

8. All missions will refrain from making attacks in the vicinity of commando and paratroop areas (Para. 8, a, b, and c of ANNEX No. 14 to Operations Order No. 1, and Para. III, c of Army Outline Plan) with the exception of specifically assigned targets.

9. 72 P-47 sorties will be employed for escort of Medium Bombers attacking bridge targets in afternoon.

10. All excess Fighter Bomber sorties will be available for target. to be assigned at a later date. If no targets are assigned they will be available for call targets.

11. A-20's will execute an ammunition drop to Commandos (12 to 16 aircraft) on "D" day. Other A-20 aircraft will be used as a call force, bombing any troop concentrations or road jam-ups that are reported during the early stages of "D" day. Full details of the ammunition drop will be supplied to 87th Fighter Wing at a later date.

12. All Fighter Bombers will report by flash mission report, any targets of importance observed in enemy territory. Reports will be made on channel "B" to the Headquarters Ship. (USS CATOCTIN) Call sign "BOXCAR".

13. Tac/R aircraft will employed for spotting Naval gunfire over the beaches throughout the operation, and will be avoided as much as possible.

C. <u>Daylight Operations from D/1 until the fall of TOULON.</u>

1. Medium bombers will attack two batteries of 14 inch coastal guns at Y-935924 and Y-938926 on D/1 and continue these attacks until the guns are destroyed. These guns are imbedded in concrete and it is believed that 2000 pound bombs are necessary for their destruction.

2. Medium and Heavy bombers will continue the destruction of road and rail bridges across the RHONE - ISERE Rivers, and that part of the DURANCE out of fighter-bomber range, until all are destroyed. They will also continue bombardment of road and rail bridges and defiles in the ALPS, from their junction with the ISERE River south to the coast.

3. Medium and Heavy bombers will also continue counter-air force operations against any operational airdromes close to or affecting the "ANVIL" area.

4. Upon completion of specified objectives in paragraphs 1 and 2 D, Section III above, the necessary percentage of heavy and medium forces will be employed in the area mentioned to neutralize any repaired or temporary road and rail bridges, and any cleared defiles. The balance of the heavy and medium bomber force available will be employed as follows:

a. Bombardment of any important marshalling yards, including those at AVIGNON, GRENOBLE, LYON, and TOULOUSE.

b. Bombardment of road and rail bridges to the North and West of the XII TAC Area (See Operations Order No. 1, Sect. II Para. 1 b, HQ XII TAC) that may be used by enemy reinforcements. The most important systems are:-

(1) Bridges across the RHONE RIVER East from LYON.
(2) Bridges across the VISTRE - GARDE - and ARDICHE RIVERS.
(3) Bridges across the GARONNE - ARIEGE RIVERS.
(4) Bridges across the MIDI CANAL.

5. Fighter-Bombers will support Naval Forces in their operations westward from the assault area to TOULON.

6. Fighter-Bombers will continue to harass all enemy movement into the assault area, by armed reconnaissances over the following road nets:

a. While operating from CORSICAN Airfields.

(1) MARSEILLE (T-460160) - MANOSQUE (T-770860) - DIGNE (P-125065) - NICE (S-580800) - TORINO (J-030270).
(2) (Without bombs) NIMES (S-630735) - VALENCE (O-025955) - GRENOBLE - (J-660260) - GAP (O-975575) - DIGNE (P-125065) - NICE (S-580800).

b. After arrival on Airfields in "ANVIL".

(1) MARSEILLES (T-460150) - ARLES (S-850550) - MONTPELLIER (S-240460) - TOULOUSE (Q-280450).
(2) TARASCON (S-870690) - CLERMONT FERRAND (W-580875) LYON (X-950880) - VALENCE (O-025955).
(3) CANNES (S-363650) - ASPREMONT (O-695490) - GRENOBLE (J-660260) - GAP (O-975575).
(4) NICE (S-580800) - TORINO (J-030270) - MILANO (K-250650) - GENOVA (O-959500).

7. Fighter-Bombers will continue the close support of the Seventh Army in its advance toward TOULON.

8. Fighter-Bombers will continue the interdiction of communications by bombardment of road and rail bridges across the rivers DURANCE - VERDUN - RHONE - ISERE and their tributaries. Further interdiction will be undertaken by rail cuts within the following rail systems:

a. While operating from CORSICAN Airfields:

(1) TOULON (Y-920980) - MARSEILLES (T-460150) - AIX (T-515420) - BRIGNOLES (U-015295).
(2) MEYRARGUES (T-575545) - DRAGUIGNAN (U-340460) - GRASSE (S-300780) - DIGNE (P-125065).
(3) CANNES (S-363650) - CUNIO (N-870550) - SAVONA (O-600400) - NICE (S-580800).
(4) AIX (T-515420) - SISTERON (O-880170).

b. After arrival on Airfields in "ANVIL".

(1) MARSEILLES (T-460160) - ARLES (S-850550) - AVIGNON (S-980865) - MARSEILLES (T-460160).
(2) ARLES (S-850550) - TOULOUSE (Q-280450) - RODEZ (M-190285) - ALES (N-395040) - AVIGNON (S-980865).
(3) AVIGNON (S-980865) - ST. ETIENNE (X-610510) - LYON (X-950380) - GRENOBLE (J-660260) - SISTERON (O-880170).

D. Night Intruder routes beginning night of D/ D/1 and continuing until the fall of TOULON.

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*1. CANNES (S-363650) - DIGNE (F-125065) - GAP (0-975575) - ASPERMONT (0-695490) - DIGNE (P-125065) - NICE (S-580800) - 8 Sorties during hours of darkness.

*2. TOULON (Y-920980) - BRIGNOLES (U-015295) - AIX (T-515420) - FORCALQUIER (T-760900) - AVIGNON (S-980865) - NIMES (S-630735) - MARSEILLES (T-460150). 8 Sorties during hours of darkness.

*3. TOULON (Y-920980) - AIX (T-515420) - AVIGNON (S-980865) - MONTELIMAR (N-925540) - TARASCON (S-870690) - AIX (T-515420) - TOULON (Y-920980). 8 Sorties during hours of darkness.

*4. NICE (S-580800) - TORINO (J-030370) - ALLESSANDRA (J-760060) - SAVONA (0-600400). 6 Sorties during hours of darkness.

*5. Coast road from SAVONA (0-600400) to NICE (S-580800). 2 Sorties during hours of darkness.

*NOTE: Until more navigators are assigned to 47th Bomb Group and trained for operational flying 232 Wing will supply 20 sorties per night for effort in the "ANVIL" area, and 47th Bomb Group 12. If navigators arrive, 232 Wing will furnish 10 sorties nightly and 47th Group 24.

Sorties listed above will be flown as follows: a. No's 4 & 5 by 232 Wing from ITALY. b. No's 1, 2, 3, by 47th Bomb Group and 232 Wing from CORSICA. 232 Wing will have an Air Echelon (for maintenance) at PORETTA airfield and will fly in enough aircraft daily to fly 12 sorties per night from there. 47th Group will fly the remaining 12 sorties per night.

6. There has been no separation between the effort of night intruders on "D" day and days after "D" day up to the fall of TOULON, because night intruders are not expected in "ANVIL" prior to TOULON'S fall, and routes laid down are at maximum range from CORSICAN bases.

SECTION IV RESPONSIBILITIES.

A. C.G., Fifteenth Air Force.

1. Fifteenth Air Force is responsible for the preparation of a detailed plan for the operations of the Heavy Bombers in the Operation "DUCROT". This plan should include methods of attack, altitudes and routes to and from objectives of all Heavy Bomber units. (See Annex 16 to Operations Order No. 1, XII TAC).

2. Fifteenth Air Force is responsible for the provision and distribution of its own units of target charts and objective photographs of AO 501 to 509 inclusive.

3. Fifteenth Air Force is responsible for the escort of Troop Carrier Operations on "D" Day.

4. Fifteenth Air Force is responsible for the security of its own formations.

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B. CG., M.A.T.A.F.

1. MATAF is responsible for the preparation of a detailed plan for the operations of the Medium bombers in Operation "DUCROT". This plan should include methods of attack, and routes to and from objectives of all Medium bomber units. (See Annex 16 to Operations Order No. 1., XII TAC).

2. MATAF is responsible for the provision and distribution to Medium bomber units of target charts and objective photographs of AO-510 to 516 inclusive.

3. MATAF is responsible for the provision and coordination of night intruders for the purpose of harassing enemy AA installations at the time of the first parachute drop, and for the provision and coordination of F/B attacks during all succeeding drops.

C. CG XII TAC.

1. XII TAC is responsible for the operation of the Fighter-Bomber Forces during Operation "DUCROT".

2. XII TAC is responsible for provision of:

a. Fighter area cover, day and night over the assault area until fields are available for MACAF to base in "ANVIL".

b. Escort for Medium Bomber Missions.

3. XII TAC is responsible for detailed coordination in timing of all bomber missions of Fifteenth Air Force, MATAF, and XII TAC.

4. XII TAC is responsible for meeting unforeseen contingencies with the forces available to it.

5. XII TAC is responsible for provision and distribution to its own units of target charts and objective photographs of all AO's except those listed in para. A 2, and B 2, Section IV this plan.

SECTION V SUMMARY.

A. The implementation of this plan for "D" day will involve approximately:

9 H/B Groups.
7 M/B Groups.
Fighter and Fighter Escort sorites, as required.
32 Night Intruder sorties.
194 CTF - 88 sorties.
22 Night Fighter sorties.
464 Fighter-Bomber sorties.

B. The implementation of this plan from D/1 to the fall of TOULON will involve, per day, approximately:

Heavy Bomber Group missions as required.
7 to 14 Medium Bomber Group missions.
32 Night Intruder sorties
600 Fighter-Bomber sorties.
Fighter and Fighter escort sorties, as required.
CTF - 88 sorties, as available and as required.

C. Considerable flexibility to meet changes in enemy disposition or the tactical situation is retained through the method of scheduling Fighter-Bomber effort.

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For the Commanding General:

DORR E. NEWTON JR.,
Colonel, G. S. C.,
AC of S, A-3

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BIGOT ANVIL

By auth of
CG, XII TAC
Initials........
28 July 1944.

HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

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28 July 1944.

ANNEX NO. 12
To Operations Order No 1.

AIR SEA RESCUE

1. In the early stages of the assault the responsibility for Air-Sea Rescue is as follows:

a. In the assault area - C.G., XII TAC.

b. Outside the assault area - A.O.C., MACAF.

Note: For the purpose of clarifying this responsibility the assault area is defined as the area within a 15 mile radius of the Fighter Control Ship. The Fighter Control Ship is FDT #13 whose call sign is "BABY".

2. Mediterranean Allied Coastal Air Force is going to provide two high speed launches to XII Tactical Air Command for Air-Sea Rescue purposes. They will report to the Fighter Director Ship not later than the time the ship reaches a point 40 miles from the assault coast.

3. When a Sector Operations Room (SOR) is established ashore and a suitable airfield and anchorage is available for Air-Sea Rescue aircraft and launches respectively, the responsibility for Air-Sea Rescue is as follows:

a. Within the assault area and up to 40 miles from it- C.G., XII TAC.

b. Up to within 40 miles of the assault area - A.O.C., MACAF.

c. To provide the facilities for this mission MACAF will furnish XII TAC:

Three H.S.L.'s
Three Walrus Aircraft

4. An air-sea rescue Ship, H.M.S. ANTWERP, equipped with V.H.F. Homing and high speed launches, is being positioned midway between Corsica and the assault area. The R/T callsign of the Air-Sea Rescue Ship is "______".

5. Personnel.

a. A complete Air-Sea Rescue Section is being supplied XII TAC by A.O.C., MACAF until responsibility for Air-Sea Rescue is taken over completely by MACAF.

b. Initially the section will be divided into two parties.

(1) "A" party on the Fighter Control Ship:
Two Officers.
Two Clerks
Three W/T Operators

(2) "B" party on the stand-by Fighter Control Ship:
Two Officers
One Clerk

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c. When the SOR ashore takes over responsibility for Air-Sea Rescue "A" and "B" parties will be combined and report to the controller at the SOR.

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6. Communications for Air-Sea Rescue.

a. A flash W/T channel will connect the Fighter Control Ship, the Stand-By Fighter Control Ship, H.M.S. ANTWERP, an Air Sea Rescue Guard Ship of the Carrier Force, and Hq Bastia, and when established the SOR ashore.

b. Air-Ground Communications.

(1) Naval Aircraft - "B" Button to call Fighter Control Ship.

(2) Other than Naval Aircraft - "D" channel.

7. Procedure:

a. "MAYDAY" is the call indicating distress over water.

b. All pilots will be briefed to do the following when they need Air-Sea Rescue help:

(1) Turn to Air-Sea Rescue R/T channel and give "MAYDAY", his callsign.

c. For pilots circling man down in water:

(1) Turn on your Broad IFF.

(2) Give name of man down, if known.

(3) Time pilot can continue to circle.

(4) Don't lose sight of the man in the water.

(5) Don't go to meet the rescue launch. Direct them by R/T.

(6) Do keep calling until you are heard and your message understood.

(7) Do be sure that the rescue craft has actually seen the man in the water.

d. Broad IFF will be referred to as "DISTRESS".

8. Policy.

a. Although XII TAC responsibility for actual rescue only extends initially for a radius of 15 miles around the Fighter Control Ship, all facilities of this command will be utilized to their utmost at all times to make the rescue or render assistance to other agencies.

b. The Air-Sea Rescue channel will be guarded at all times. Appropriate action will be initiated immediately on receipt of any "MAYDAY". Follow up will be continuous until rescue has been accomplished or the search abandoned.

By command of Brigadier-General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA,
Deputy Commander.

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OFFICIAL:

Dorr E. Newton Jr.

DORR E. NEWTON JR.
Colonel, G. S. C.,
AC of S, A-3.

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BIGOT-ANVIL
TOP SECRET

HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

00030

31 July 1944.

ANNEX NO. 13)
:
TO OPERATIONS ORDER NO. 1)

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AIR RECONAISSANCE AND SPOTTING

SECTION I - TAC/R

Tac/R information will be passed to forward units promptly, using the following channels:-

1. Information of immediate value such as large enemy concentrations will be broadcast in the clear by the Tac/R pilot to Controller on 'B' channel.

2. On return to base, enemy information will be passed in the clear by Tac/R Broadcast on 5040 kc. when the nature of the information is such as would limit its value after considering encoding and decoding time.

3. Complete coded Tac/R information will be passed forward by normal communications facilities with minimum delay.

SECTION II - NAVAL GUNFIRE SPOTTING

On D day, 111 Squadron and 225 Squadron will provide Navy bombardment spotting on times indicated in attached schedule. At first light on D plus 1, the D plus 1 schedule will go into effect for Naval spotting and continue until instructions to the contrary are received.

1. Procedure.

a. Each section leader will make contact with his firing ship ten (10) minutes prior to his arrival over combat area. Example: "Hello (Code Word For Firing Ship), Claymore Blue here. I am 10 minutes from target area, over".

b. The section leader will call the ship he is adjusting for, asking it to identify itself. The firing ship will identify its geographical position by use of very pistol or smoke. The section leader may call for a repeat of identification if he is not sure of the Ship's geographical position.

c. The relief section will add the word "Relief" to their call sign until the section being relieved is clear of the area.

d. Firing ships will be responsible for warning their spotting aircraft of approaching enemy aircraft.

e. The Navy will be responsible for the detailed briefing of Tac/R pilots doing Naval bombardment adjustments.

2. Naval spotting missions will be in the Camel area, bounded on the Northeast by a line running 310° - 130° True, through S-477741. Bounded on the Southwest by a line from U-552298 south along the coast line to U-549263, then to seaward along a line bearing 120° True; from U-552298 inland through U-510310, meeting the 36th-45th Division boundary at ARGENS RIVER at U-497365, then following the Division boundary inland along the ARGENS RIVER.

SECTION III - ARTILLERY ADJUSTMENT

On D plus 1 day 111 Tac/R Squadron will provide two missions (on call) for artillery adjustment. Starting D plus 2 day and continuing until instructed to the contrary, 111th Squadron will provide 4 missions (on call) daily for artillery adjustment.

SECTION IV - GENERAL

1. All Tac/R units will use procedure laid down in Mediterranean Bombardment Code, 1944, Part Two, in adjusting both Navy and Army artillery bombardment.

2. 111 and 225 Squadrons will be used in "PINEAPPLES" in conjunction with regularly scheduled Tac/R missions. For details see Annex 16, Special Operations Instructions.

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NAVY BOMBARDMENT SPOTTING BY TAC/R

"D" DAY

MISSION	FREQUENCY	TIME OVER AREA	CALL SIGN
T1	A1	0610 - 0725	Trojan Red
T2	A2	" "	Trojan Pink
T3	B	" "	Claymore Green
T4	A1	0725 - 0840	Trojan Red
T5	A2	" "	Trojan Pink
T6	B	" "	Claymore Green
T7	A1	0840 - 0955	Claymore Red
T8	A2	" "	Trojan Pink
T9	B	" "	Claymore Green
T10	A1	0955 - 1125	Trojan Red
T11	B	" "	Trojan Green
T12	A1	1125 - 1255	Trojan Red
T13	B	" "	Trojan Green
T14	A1	1255 - 1425	Trojan Red
T15	A1	1425 - 1555	Trojan Red
T16	A1	1555 - 1725	Trojan Red
T17	A1	1725 - 1855	Trojan Red
T18	A1	1855 - 2000	Claymore Red
T19	A1	2000 - 2100	Claymore Red
T20	B	1255 - 1725	Trojan Green(On call) one mission.
T21	B	1725 - 2000	Claymore Green (On Call) one mission.
T22	A3	0655 - 0805	Trojan Black (Providing (Navy pro- (cures the (A3 and A4 (frequency
T23	A4	0655 - 0805	Trojan Yellow

Channel	Frequency
A1 -------	101.88
A2 -------	112.32
B -------	119.7

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NAVY BOMBARDMENT BY TAC/R

D ≠ 1 to D ≠ 4

MISSION	FREQUENCY	TIME OVER AREA	CALL SIGN
T1	A	0600 - 0730	Trojan Red
T2	A	0730 - 0900	Trojan Red
T3	A	0900 - 1030	Claymore Red
T4	A	1030 - 1200	Trojan Red
T5	A	1200 - 1330	Trojan Red
T6	A	1330 - 1500	Trojan Red
T7	A	1500 - 1630	Trojan Red
T8	A	1630 - 1800	Trojan Red
T9	A	1800 - 1915	Trojan Red
T10	A	1915 - 2030	Claymore Red
T11-12	B	0600 - 1030 (2 missions)	Trojan Green (On call)
T13-14	B	1030 - 1500 (2 missions)	Trojan Green (On call)
T15-16	B	1500 - 1915 (2 missions)	Claymore Green(On call

BUTTON 'A' -- 101.88

BUTTON 'B' -- 119.7

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ARMY TAC/R

MISSION	TAKE OFF	ROUTE	CALL SIGN
T25	0530	3	Brutus Red
T26	0615	2	Trustee Red
T27	0630	1	Cameo Red
T28	0730	3	Brutus Blue
T29	0815	2	Brutus Yellow
T30	0845	1	Cameo Blue
T31	0930	2A	Brutus Red
T32	1015	3A	Rebel Red
T33	1045	1	Rebel Blue
T34	1130	2	Trustee Blue
T35	1215	3	Brutus Blue
T36	1245	1	Cameo Yellow
T37	1300	4	Cameo Red
T38	1330	3	Brutus Yellow
T39	1415	1	Brutus Red
T40	1445	2A	Brutus Blue
T41	1530	3A	Trustee Yellow
T42	1615	2	Trustee Red
T43	1645	1	Cameo Blue
T44	1730	2	Trustee Blue
T45	1800	1	Cameo Yellow
T46	1830	3	Brutus Yellow

NOTE:

(1) D day and repeat until instructed to contrary.

(2) Following are Routes 1, 2, 3, 4, 2A, and 3A for Tac/R

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missions commencing "D" Day and continuing until instructed to the contrary.

"1" Nice - La California - Villars - Digne - Volonne - Graison - Mezel - Grasse - Nice.

"2" Cannes - Manosque - Aix - Grande Bastide - Cannes.

"3" Cannes - Toulon - Marseille (Return 15 miles inland).

"4" Imperia - Tenda - Demonte - Barcelonnette - Guillaumes-St Martin - Monaco.

"2A" Cannes - Manosque - Api - Salon de Provence -Aix - Cannes.

"3A" Cannes - Toulon - Brignoles - Grande Bastide - Cannes.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA.
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.

DORR E. NEWTON, JR.
Colonel, G. S. C.
AC of S, A-3.

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Date: 31 July 44:

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XII TACTICAL AIR COMMAND
APO 374

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ANNEX No. 14.
To Operations Order No. 1.

31 July 1944

TROOP CARRIER OPERATIONS

1. General Mission.

The mission for PTCAD (Provisional Troop Carrier Air Division) consists of two phases:

a. During the assault phase PTCAD will lift parachute troops, glider borne troops, and equipment of the Provisional Airborne Division from staging airdromes between CIAMPINO and FALLONICA on the West coast of ITALY to drop zones and landing zones in the vicinity of LE MUY and FREJUS, SOUTHERN FRANCE, to assist the 7th Army in securing a bridgehead.

b. Subsequent to the assault phase Troop Carrier units to be prepared to engage in re-supply, air evacuation, paratroop and glider missions.

2. Missions.

a. Scheduled:

CODE REFERENCE	TO UNIT	A/B UNIT	DATE	NO. A/C & CREWS	NO. GLIDERS AND CREWS	TYPE OF LOAD
PATHFINDERS	PTCAD	A/B T F	Before Dawn D Day	12	None	P/F Troops DZ Aids
ALBATROSS	PTCAD	A/B T F	Dawn D Day	396	None	Paratroops & Equipment
BLUEBIRD	53 TCW	A/B T F Hq Br Bde	AM D Day	71	35 Horsas 36 CG-4As	Glider Trps & Equipment
CANARY	437th TC Gp	551st Para Inf	PM D Day	42	None	Paratroops & Equipment
DOVE	PTCAD	A/B T F	PM D Day	332	CG-4As	Glider Trps & Equipment
EAGLE	53 TCW	A/B T F	PM D ≠ 1		None	Re-supply Ammo & Equip.
FLAMINGO	51 TCW	Fr Para Inf	On Call		None	Paratroops & Equipment
GULL	51 TCW	PTCAD	On call	100	None	Resupply Ammo & Equip
HAWK IBIS JAYBIRD KINGFISHER LARK	TO BE DESIGNATED LATER					

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b. Subsequent Missions.

(1) On call, but not before D / 4, the Provisional Troop Carrier Air Division will be prepared to lift two (2) battalions of French Parachute Infantry troops from Troop Carrier bases in ITALY to drop zones behind the enemy lines in the assault area. It is proposed at present that this parachute lift will be accomplished by the 51st Troop Carrier Wing from home bases in the ROME area. At least forty-eight (48) hours will be necessary before any such subsequent operation can be staged, and the time limit is based on the assumption that all planning, loading tables, etc., have been previously completed.

(2) All units of the PTCAD will be prepared for subsequent airborne missions, emergency missions of re-supply and evacuation of casualties as ordered by higher Headquarters in accordance with numbers of operational crews and aircraft available.

3. Troop Carrier Forces Available.

a. Provisional Troop Carrier Air Division.

b. Thirty two (32) Squadrons of C-47 and C-53 aircraft. (Totaling 415 aircraft and crews).

c. Three hundred seventy four (374) Glider Pilots.

d. Three hundred sixty eight (368) Waco Gliders (CG-4As).

e. Thirty five Horsa Gliders (British).

NOTE: Availability of CG-4As dependent on assembly in time for operation.

4. Speeds to be Flown.

Pathfinder Aircraft	150 IAS
Parachute Aircraft	140 IAS
Parachute a/c from IP to DZ	120 IAS
Airspeed for Parachute Drop	110 IAS
All aircraft returning	150 IAS

5. Altitudes.

a. Altitude from Command Departure Point (Northeast tip of Elba) enroute to target will be 2000 ft MSL.

b. Drop and release altitudes for DZ and LZ "O", and DZ "A" will be 1500 ft MSL.

c. Drop altitude for DZ "C" will be 1800 ft MSL.

d. Altitude for all ircraft returning will be 3000 ft MSL.

6. Formations to be Flown.

a. Parachute columns. Nine (9) Ship VEE of VEES in serials up to 45 aircraft, in trail, with five (5) minute interval head to head between serial lead aircraft.

b. Glider columns. Pair of Pairs, echeloned to the right, serials up to 48 aircraft towing gliders, in trail, with eight (8) minute intervals between serial lead aircraft.

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7. Routes.

(See Appendix B to Annex 16, Operations Order No. 1. XII TAC)

8. Dropping Zones (DZ) and Landing Zone (LZ).

a. DZ-O and LZ-O, a combination parachute and glider zone includes an area of cultivated fields and pasture land one and one half (1½) miles due North from the village of LE MUY.

b. DZ-A is a parachute drop zone only. It lies about two and one half (2½) miles to the southwest of DZ-O. This is also a flat area 3/4 mile wide by 1¼ miles long. The center of the area is one mile southwest of the village of LA MOTTE.

c. DZ-C is also entirely a parachute drop zone 1½ miles long by 3/4 miles wide. It lies one and one half (1½) miles south-southwest of the village of LE MUY.

9. Times.

No. a/c	Depart NE tip of ELBA	Over DZ	Return NE tip ELBA	Remarks
9	0203-0213	0323-0334	0446-0457	Pathfinders
396	0258-0343	0423-0509	0546-0632	Paratroops
71	0635-0643	0814-0822	0937-0945	71 Gliders
42	1643	1810	1934	Paratroops
332	1640-1728	1819-1907	1942-2030	332 Gliders
100	0650	0815	0940	Re-supply - Ammo & Equipment D ≠ 1

10. Miscellaneous.

a. Escort and Cover.

(1) MACAF will provide four (4) Beaufighter sorties to furnish continuous area cover, between the hours of 0300 and 0600 on D Day, for Troop Carrier aircraft between the Italian mainland and the dropping zones.

(2) XII TAC will provide thirty six (36) Spitfires between 0550 and 0645 on D Day for area cover to protect the end of the Troop Carrier formation returning to Italian bases.

(3) Fifteenth Air Force fighters will furnish protection for Bluebird operation on D Day.

b. Some Troop Carrier aircraft will be painted with black and white stripes from leading edge to trailing edge underneath each wing and underneath the fuselage between the rear door and the horizontal stabilizer.

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c. Downward recognition lights showing the color "AMBER" will be on enroute to the target up to forty (40) miles from the French coast at which time they will be turned off and remain off.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA.
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.
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BIGOT DRAGOON

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

6 August 1944

APPENDIX A to ANNEX 14
To OPERATIONS ORDER NO. 1

DIVERSION PLAN

1. Five (5) C-47 aircraft each carrying one hundred (100) dummy parachutes and ninety (90) minutes' supply of window will enter the BAIE DE CIOTAT area at five-minute intervals and drop total of five hundred (500) dummies north of ASTORIA. Drop will commence at 0400 hours on D-day. Window to simulate at least two hundred (200) aircraft will be dropped in this area. Routes and timings will be passed later.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Deputy Commander

OFFICIAL:

Dorr E. Newton Jr.

DORR. E. NEWTON Jr.,
Colonel, G. S. C.,
AC of S, A-3.

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A-1	5
A-2	6-10
A-3	11-15
A-4	16
A-5	17
Signal	18-19
Historian	20-21
87th Fighter Wing	22-109 (6 Wing Hq., 6 Per Gp; 2 per sep. Sqdn.)
64th Fighter Wing	110-117
MAAF	118-121
MATAF	122-125
MACAF	126-130
Twelfth Air Force	131-132
Fifteenth Air Force	133-134
Desert Air Force	135-136
XII AFSC	137
Troop Carrier Command	138-139
7th Army	140-149
COMNAVNAW	15-154
CIF WSG	155-175
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57th Bombardment Wing	179-180
Extra and AG Files	181-200

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

29 July 1944.

ANNEX NO. 15.
T Operations Order No. 1.

AIR SUPPORT PLAN FOR AIR SUPPORT CONTROL

Annex No. 9 to " ANVIL" Outline Plan, Headquarters 7th Army.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.
DORR E. NEWTON JR.,
Colonel, G. S. C.,
AC of S, A-3.

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19 July 1944

ANNEX NO. 9
TO ANVIL OUTLINE PLAN

AIR SUPPORT PLAN

SECTION I

AIR SUPPORT CONTROL

1. Organization.

a. Air Support Control Sections will be organized as follows:

(1) On the Army Staff an Air Support Control Section consisting of sixteen officers. This section is charged with the establishment of the liaison network shown in Inclosure #1, the collection and dissemination of information from forward units and liaison officers with Air Force Groups, and the collection of requests for air support from subordinate units. Under the Army G-3, this section will process and coordinate, within the Army Headquarters, all requests for air support, and all matters dealing with potential air targets. This section will maintain liaison with A-3 of the Tactical Air Command for air advice on target suitability. This section also will provide liaison officers to each supporting Air Force group designated by the XIIth Tactical Air Command.

(2) On each Corps staff an Air Section consisting of an assistant G-3, Air, and an assistant G-2, Air. This section has all the functions of the assistant G-3, Air, on a division staff and in addition will handle matters of visual and photographic reconnaissance for the Corps. This section will handle all aerial intelligence matters through the Army G-2, and arrange all aerial attacks in support of the Corps through the Army Air Support Control Section.

(3) On each division staff one ground officer designated as an assistant G-3, Air. This officer will act as advisor to the division commander on all matters of air support, and will be responsible for the coordination and submission of all requests for air support from the division. This officer will also insure that the air party serving the division is adequately provided with food, medical service, motor fuel, etc.

2. Communications.

a. The necessary radio communications, and terminal teletype equipment, for the radio nets shown in Inclosure #3, will be furnished by the 2nd Tactical Air Communications Squadron up to T/O strength. Army will provide reinforcements when necessary. This squadron will comprise a pool of radio parties that are sent out as needed. The number of sets employed, and the type of sets used depending upon the situation.

b. The 2nd Tactical Air Communications Squadron will be responsible for the proper encoding and decoding of messages passed over its nets, when cyphering is required in M-209 or Air Support Code. It will also operate the message center at the Army Air Section

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Information Center. Army will assign radio frequencies and call signs for the forward nets. The Air Force will assign radio frequencies and call signs for the rear nets. MAAF will furnish the Air Support Code.

c. Units of the Tactical Air Communications Squadron will not be permitted to go below division level without approval of the Army Commander.

3. Army Liaison with Air Force Units.

A liaison section will be established with each Air Force Wing, group, and separate squadron operating on the Army front. The mission of these officers is to:

a. Keep the air unit and the individual air crew members informed of the ground situation and the immediate ground intentions, and

b. Keep the Army headquarters advised of any information reported by pilots which would have direct bearing on the ground situation.

c. Insure that each group and squadron is kept informed of the current Bomb Safety Line (BSL).

SECTION II

METHOD OF AIR-GROUND COORDINATION

1. Army Headquarters, and Headquarters Tactical Air Command will normally be located adjacent to one another. Corresponding staff members will thus be able to exchange information and plans, and will be always available for discussion on matters of mutual interest.

2. a. Operations conferences will be held daily to present and discuss activities of the previous 24 hours and plans for the immediate future (24 - 48 hours). This conference will be attended by the Army G-2, G-3, Artillery representative, and Chief of the Army Air Support Section Control, and by the Tactical Air Command Chief of Staff, A-3, Intelligence, and Operations Officers. The general procedure will be as follows:

(1) The Army G-3 summarizes the Army situation.

(2) The Army G-2 summarizes the enemy ground situation.

(3) The Tactical Air Command Operations Officer summarizes the activity of friendly air units.

(4) The Tactical Air Command Intelligence Officer summarizes the enemy air situation.

(5) The Army G-3 presents the Army intentions for the immediate future and the requested air action for direct support for these intentions.

(6) The Tactical Air Command Chief of Staff or A-3 accepts or rejects the individual Army Air requests missions and gives a brief summary of the overall nature of air operations contemplated for the next day over and above those missions directly associated with the immediate battle front.

(7) Any representative present brings out factors of mutual interest which may have a bearing on future operations.

b. After the close of the conference, the Tactical Air Command Staff will prepare its detailed directive for the following day's oper-

ations, and will pass to the Army Air Support Control details of effort to be brought to bear on request missions (weight of effort, time, etc.). This information will then be passed by Army Air Support Control Section through ASC channels to its subordinate units for the information of all elements and particularly for the benefit of the units which initiate air requests.

SECTION III

FORMS OF AIR SUPPORT

1. Reconnaissance. (see Annex #2 to G-2 (Seventh Army) OUTLINE PLAN)

a. Tac/R: A certain percentage of Air Force facilities will be made available to the Army for obtaining visual and photographic reconnaissance information. The Army G-2 will transmit requests for Tac/R missions through the Tac/R Coordinator. Normally, some Tac/R missions are held in reserve by Army as call missions and the Army G-2 is authorized to transmit reconnaissance requests directly to squadrons for these call missions.

b. Arty/R: Observation missions for artillery spotting will normally be pre-arranged by being coordinated and requested by the Army G-2 at the daily Air-Ground conference.

2. Fighter Operations.

The Army G-3 will coordinate requests for direct support missions which are normally pre-arranged at the daily air-ground conferences.

3. Tactical Bomber Operations.

a. The tactical bomber force is composed mostly of light and medium bombers in addition to fighter escort normally required. Although tactical bombers carry an appreciable load, their employment is less flexible than that of the fighter bomber. They are therefore unsuited for fleeing targets, and will be employed normally on a pre-arranged schedule against permanent or semi-permanent installations.

By Command of Major General PATCH:

ARTHUR A. WHITE,
Brig Gen, GSC,
Chief of Staff.

OFFICIAL: John S. Guthrie
JOHN S. GUTHRIE,
Colonel, GSC,
A. C. of S., G-3.

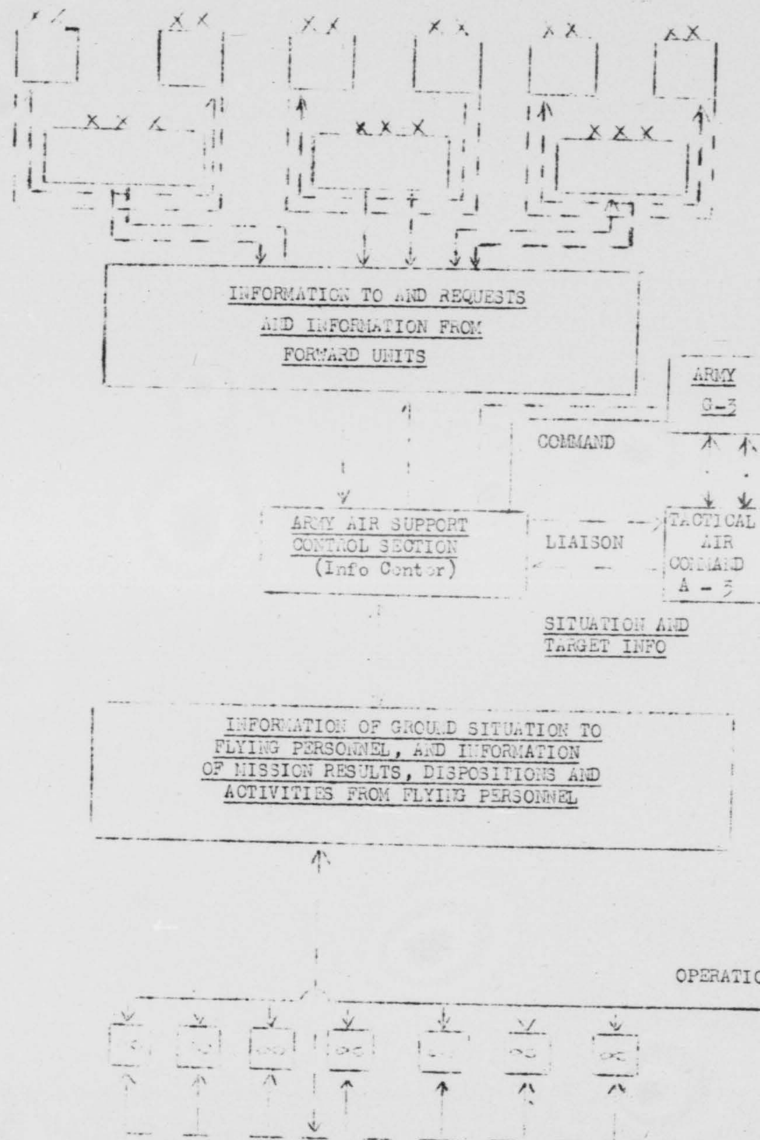
Inclosures:

#1 - Functional channels, Air-Ground Operations
#2 - Functional chart for Air Support
#3 - Radio Note, Army Air Support.

Inclosure No. 1 to Annex #9 ANVIL Outline Plan

FUNCTIONAL CHANNELS

AIR/GROUND OPERATIONS



Inclosure #2 to Annex #9, ANVIL Outline Plan.

FUNCTIONAL CHART FOR AIR SUPPORT

FORWARD ELEMENTS

1. Keep Army Air Support Control Section informed of ground Situation.
2. Submit requests for air operations, designating targets, priority and results expected.
3. Receive and disseminate air and ground information received from Army Air Support Control Section
4. Keep unit informed of air plans, activity and results.

ARMY AIR SUPPORT CONTROL SECT.

1. Act as clearing house for receipt and dissemination of air-ground information.
2. Keep G-3 informed of air plans, activities, results and situation.
3. Keep A-3 informed of ground plans, activities, results and situation. BSL
4. Receives and processes requests from subordinate units for air operations.
5. Performs all routine functions of G-3 with respect to selection, priority, and suitability of proposed targets.
6. Maintains liaison with A-3 as to capabilities of Air Forces and suitability of proposed targets.
7. Keep forward units informed of Air Force situation, plans and missions as they effect each.
8. Keep liaison officers informed of ground situation, plans and operations.

A-3 AIR SUPPORT COMMAND

1. Proposes air plans for projected operations.
2. Receives and acts on requests for air operations.
3. Keeps Army Air Support Control Section informed of air situation and air capabilities.
4. Transmits approved Bomb Safety Line to flying units.

G-3 ARMY

1. Supervises organization and operation of Army Air Support Control Section.
2. Establishes targets, priorities, and results desired to meet Army's requirements for Air operations.
3. Approves bomb safety line.

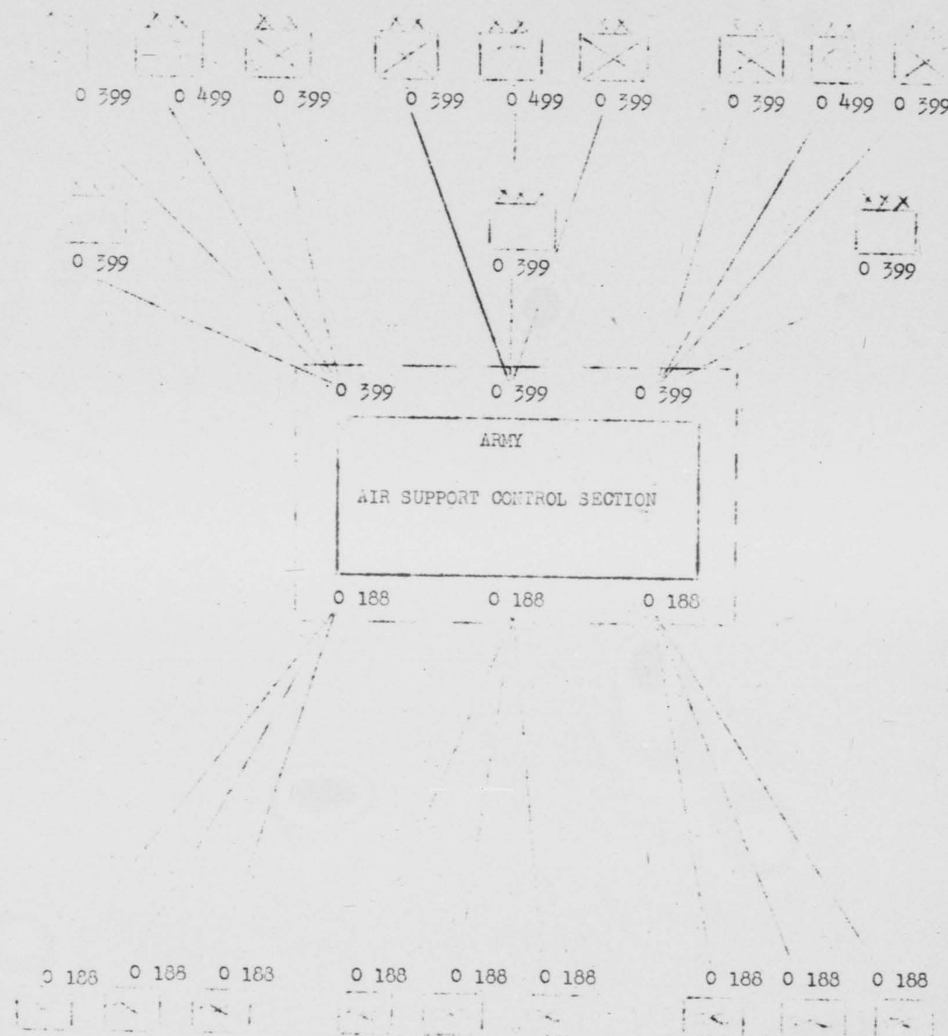
LIAISON OFFICERS

1. Brief flying personnel on ground situation and enemy ground force targets.
2. Keep unit informed of ground plans, activity and results.
3. Continuously check on Bomb Safety Line.
4. Inform Army Air Support Control Section of results of air operations.
5. Keep Army Air Support Control Section informed of observations of flying personnel of ground dispositions and activities.

Inclosure No. 3 to Annex No. 9, ANVIL Outline Plan.

RADIO NETS

AIR SUPPORT CONTROL SQUADRON



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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

2 August 1944.

ANNEX NO 16
TO OPERATION ORDER NO 1

SPECIAL OPERATIONS INSTRUCTIONS

1. Use of I.F.F.

a. On D-1 all aircraft operating within 100 miles of the assault area and convoy lanes will keep IFF switched on at all times.

b. Aircraft attacking targets more than 100 miles from the assault area will switch off IFF on crossing the French coast. On homeward flight aircraft will switch on IFF when within 150 miles from assault area or Convoy lanes.

c. On and after "D" day the above rules will apply, but aircraft in "b" above will switch off IFF on crossing the bomb safety line. On homeward journey they will switch on IFF when within 150 miles from the assault area or convoy lanes, or on crossing the bomb safety line, which ever is the greater.

d. All aircraft working in or within 150 miles of assault area or convoy lanes will show I.F.F. Exceptions will be P-38 type aircraft on loan to this command from 15 Air Force, fighter escorts for 15 Air Force bombers, all liaison type aircraft, and Spitfires of MAPRW.

2. Long Range Tanks.

a. Should it become necessary for fighter aircraft on patrol to release long range tanks, every effort should be made to accomplish the release in such a manner as to avoid giving ground or sea- force units the illusion of bombs. Long range tanks should be released in level flight away from the convoy lanes and assault area.

3. Gaps in Patrols.

a. Each flight leader of a fighter unit will arrange for the reassembly of his unit after any engagment with the enemy. If conditions permit, the flight will resume patrol after reassembly and no flights will leave the battle area except on dismissal by the Controller. In this connection, individual pilots should be warned to conserve ammunition so as not to exhaust the supply needlessly.

4. Routing and Convoy Lanes.

a. Aircraft and Convoy lanes between Corsica and the assault area, as agreed between Mediterranean Allied Tactical Air Force, Mediterranean Allied Coastal Air Force, and the Naval Task Force Commander, are shown in Appendix B.

b. The Naval convoy lane will be strictly adhered to as a Naval convoy lane and not be entered by any aircraft, other than those on assigned missions necessitating their entering into, or cutting across the corners of this lane.

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c. Attention is called to AA rules in the assault area. (See Annex 7 to Operations Order No. 1)

d. Carrier Task Force will, at some times during the day only, be positioned in the South-Western Aircraft lane, but special arrangements have been made with Carrier Task Force #88 to fly over carriers at a minimum of 5000' during this time.

5. Study by Pilots.

a. Each unit commander will insure that every pilot is completely familiar with the entire assault area by ordering a thorough study of the plan, maps and mosaics of the whole area. This is essential in order to give direct close support to the operation and pass out call targets on R/T.

6. Crash Strip.

a. A crash strip will be prepared by D ≠ 2 at U-543333 for use in emergency only.

7. Aircraft and Vehicle Markings.

a. It has been decided that aircraft operating in "ANVIL" will carry normal Air Force markings. American aircraft will have the white five pointed star with a blue rectangle on either side. British and French aircraft will have their normal red, white, and blue roundels. An exception will be those troop carrier aircraft coming from U.K. into this theater for the operations. These aircraft carry black and white stripes painted on mainplanes and around the fuselage immediately in front of the fin. All concerned will be warned that they may see this type of aircraft so marked, but that lack of these markings on other troop carrier aircraft does not mean they are hostile.

b. United States vehicles will be marked by a large five pointed star surrounded by a white circle 4 inches in width. British and French vehicles will have red, white and blue roundels.

8. Daily Directive.

a. Daily directives outlining detailed operations of XII TAC units will be passed from the Headquarters Ship to XII TAC OPS and CTF-88 for action. In the absence of a daily directive, XII TAC OPS and CTF-88 will carry out missions in accordance with pre-arranged detailed plans.

9. Liaison.

a. Shortly after H hour, 30 L-4 Piper Cubs will be flown off special equipped LST's and will be flying over the assault area.

b. L-5 Stinson Sentinel aircraft will provide a continuous spotting patrol over the assault area starting on D day. These aircraft will be based at St. CATHERINE Field, CORSICA. These aircraft will use XII TAC air corridor and will be flying at a maximum of 3000 feet.

c. All pilots of units under operational control of XII TAC will be instructed to watch for L-4 and L-5 Liaison aircraft in the assault area and to protect the L-5 type aircraft going to and from the assault area.

10. Time

a. All times in conjunction with Operations "ANVIL" will be Baker time. Careful synchronization of time pieces is essential for proper adherence to detailed schedules. For further details see ANNEX 19, Signal Plan.

11. Bombing Precautions.

a. All fighter-bomber pilots are to use extreme caution in bombing targets and targets of opportunity. Due regard will be paid to the safeguarding of French lives and property.

b. Effective D day a Bomb Safety Line will be established relatively close to the forward troop line. In addition to the BSL, there will be an "Armed Recce" line. No one will bomb inside the BSL. Any bombing inside the BSL will be on prearranged targets only, and targets of opportunity will be bombed only outside the "Armed Recce" line.

12. Additional A/C in Battle Area.

a. Anti-Sub, Venturas and Wellingtons of MACAF, flying at 5000 feet or below cloud base, using Mark 3G I.F.F., will be operating in patrol areas as published by 63rd Fighter Wing.

b. In addition to their Hellcats and Seafires, Carrier Task Force 88 will operate 4 Avengers from Corsica on Dawn and Dusk anti-sub patrol on outskirts of Carrier Force. Hellcats will also be operating from Corsica as night fighters.

13. Special Fighter-Bomber Missions.

a. The 324th Fighter Group will supply two officers (pilots) to act as forward controllers using two specially equipped half track vehicles near the Front Lines (Pilots will be flown to "ANVIL" when called by XII T.A.C. Adv. about D ≠ 3). These forward controllers will be furnished the special Grid Map, (See Appendix A) and will direct the 324th Fighter Group on special close support targets requested by the Ground Forces. Each officer will be in charge of the half track to which assigned, and will have the final decision as to acceptance or rejection of all targets. No targets will be accepted inside the Bomb Line. The forward controller will also act as an information center for other fighters and fighter bombers, but will not pass targets or orders to any other unit. Forward fighter controllers call signs will be CHOWLINE and KOSHER on channel "A" (AC-3 100.44 MC).

b. The Grid Card (Appendix A) will be supplied to all pilots and will be used by the Fighter Controller on the Fighter Director Ship for vectoring fighters and for directing Pineapple and other special missions for fighter-bomber groups.

c. Pineapples may be passed by 111th and 225th Squadrons to the Controller, who will give Pineapple missions to formations of the 86th, 27th and 324th Groups. In this connection, the special Grid Map (See Appendix A) will be issued to all pilots and will be used by the Controller to insure more definite location of targets whenever applicable. In conjunction with other landmarks it may also be used by Tac/R units when reporting in to the Controller.

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d. All pilots are directed that no one will bomb inside the Bomb Safety Line, ~~as briefed before~~ take-off, even if specifically ordered to do so by the Controller or Forward Fighter Controller. In other words the decision to bomb or not to bomb remains with the Flight Leader. If in doubt as to location when near the Bomb Safety Line, don't bomb.

e. The Controller aboard the USS CATOCTIN, call sign "BOXCAR" will be responsible for passing targets that he receives from Tac/R aircraft, or from Army sources to bomb loaded aircraft that are available for Pineapple Missions. In addition, approximately one third of the P-47 patrol and all of the P-38 patrol will arrive in the assault area with bombs. These aircraft will be assigned a target by XII TAC OPS before take off. During approach to the assault area, flight leader of all bombing missions will call the controller and report as follows:

Flight Callsign "____________"
AO Number "____________"
"Entering area for____patrol"
"Have Bundles for Pineapples".

The controller on the fighter director ship will turn this flight over to the controller aboard the USS CATOCTIN, who will designate a target using fighter direction chart, direction and distance from a prominent landmark, Army grid coordinate, or a combination of these methods. If he has no target he will instruct the aircraft to drop on their preassigned target and then take up patrol.

15. <u>Non-Operational Aircraft in "ANVIL"</u>.

a. Upon completion of Airdromes in "ANVIL", all aircraft other than those assigned to tactical units based therein will obtain specific clearance from C.G., MATAF before flying into any fields in the "ANVIL" area. Sole exception will be aircraft in such distress that it necessitates their making an emergency landing.

16. The following friendly aircraft will be operating in or near the assault area.

a. Fighters:

(1) P-38 Lightning
(2) P-39 Airocobra
(3) P-47 Thunderbolt
(4) P-51 Mustang
(5) Spitfires (Some may have clipped wing tips).
(6) Wildcats
(7) Hellcats
(8) Seafires
(9) Beaufighter

b. Bombers:

(1) A-20 Bostons
(2) B-17 Fortress
(3) B-24 Liberator
(4) B-25 Mitchells
(5) B-26 Marauders
(6) Wellingtons
(7) Hudsons
(8) Avengers
(9) Baltimores

c. Liaison:

(1) L-4 Cubs
(2) L-5
(3) C-61
(4) C-78

d. Transport.

(1) C-47

e. Gliders.

(1) CG-4A (Waco)
(2) Horsa

f. Air-Sea rescue aircraft.

(1) Walrus
(2) Warwick

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA.
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.
DORR E. NEWTON JR.
Colonel, G. S. C.,
AC of S, A-3.

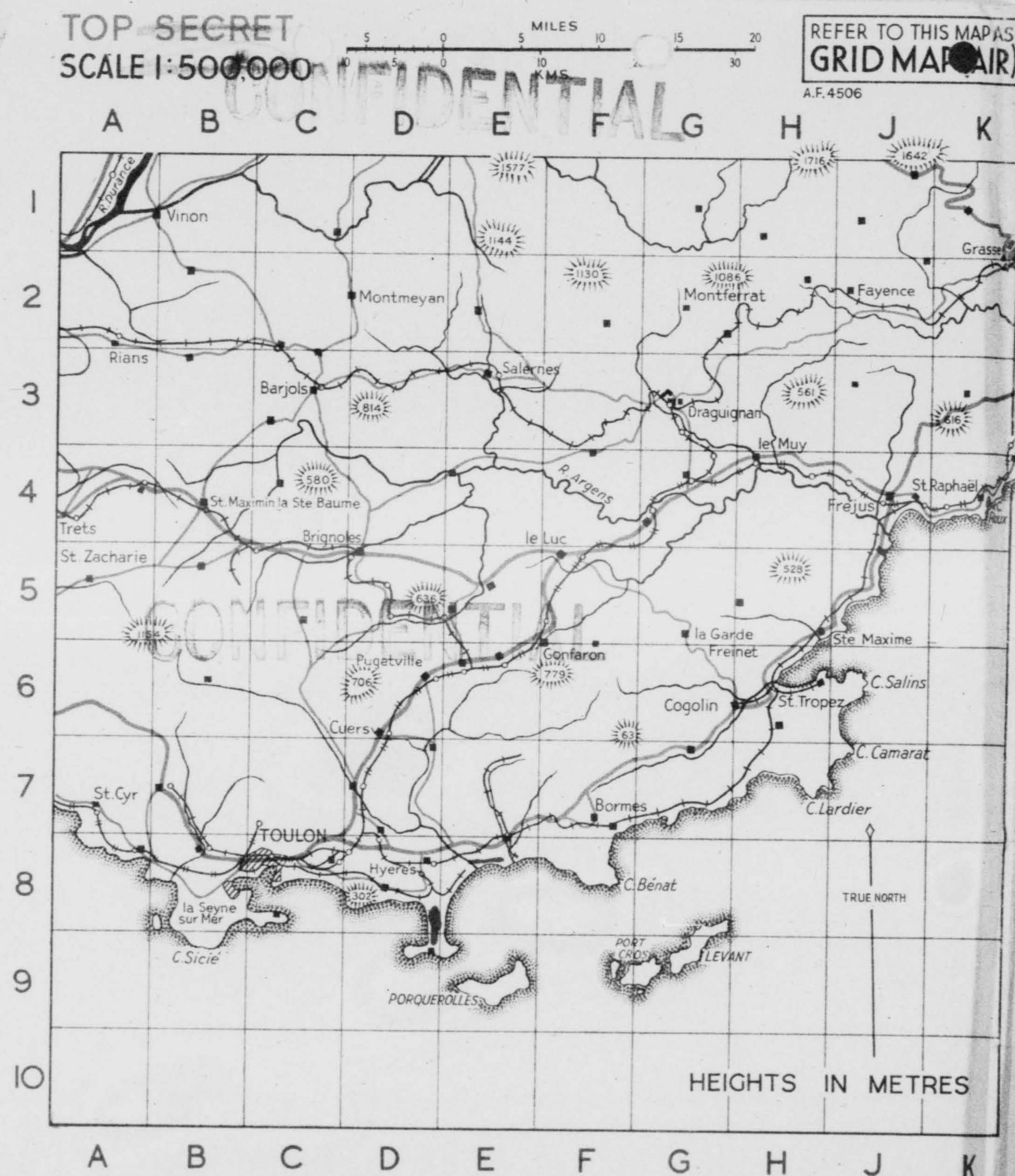
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Incl #1 (Appendix "A" Special Grid Map "ANVIL")
Incl #2 (Appendix "B" Aircraft and Convoy Lanes)

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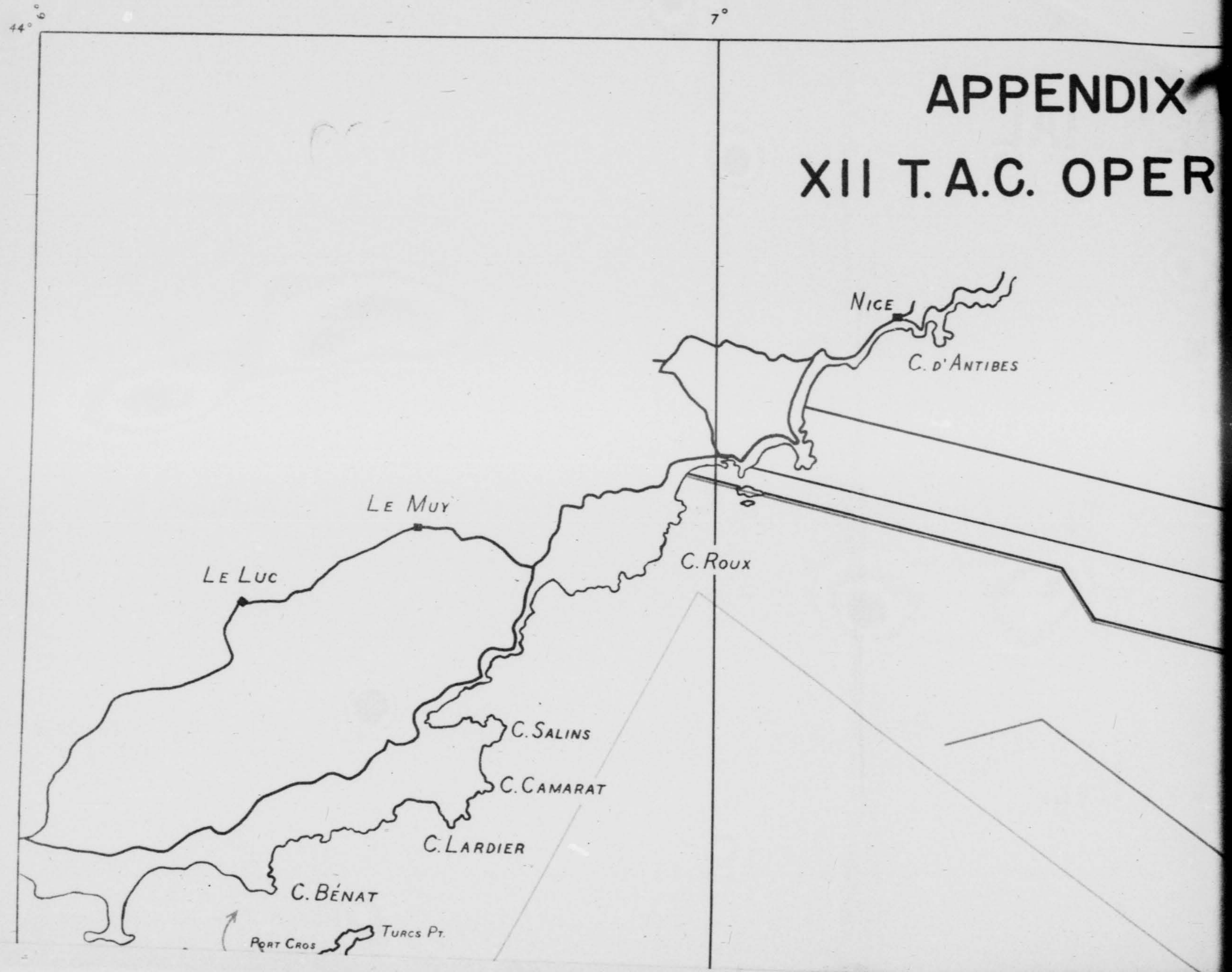
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DIX "B" TO ANNEX 16

PERATIONS ORDER NO. 1

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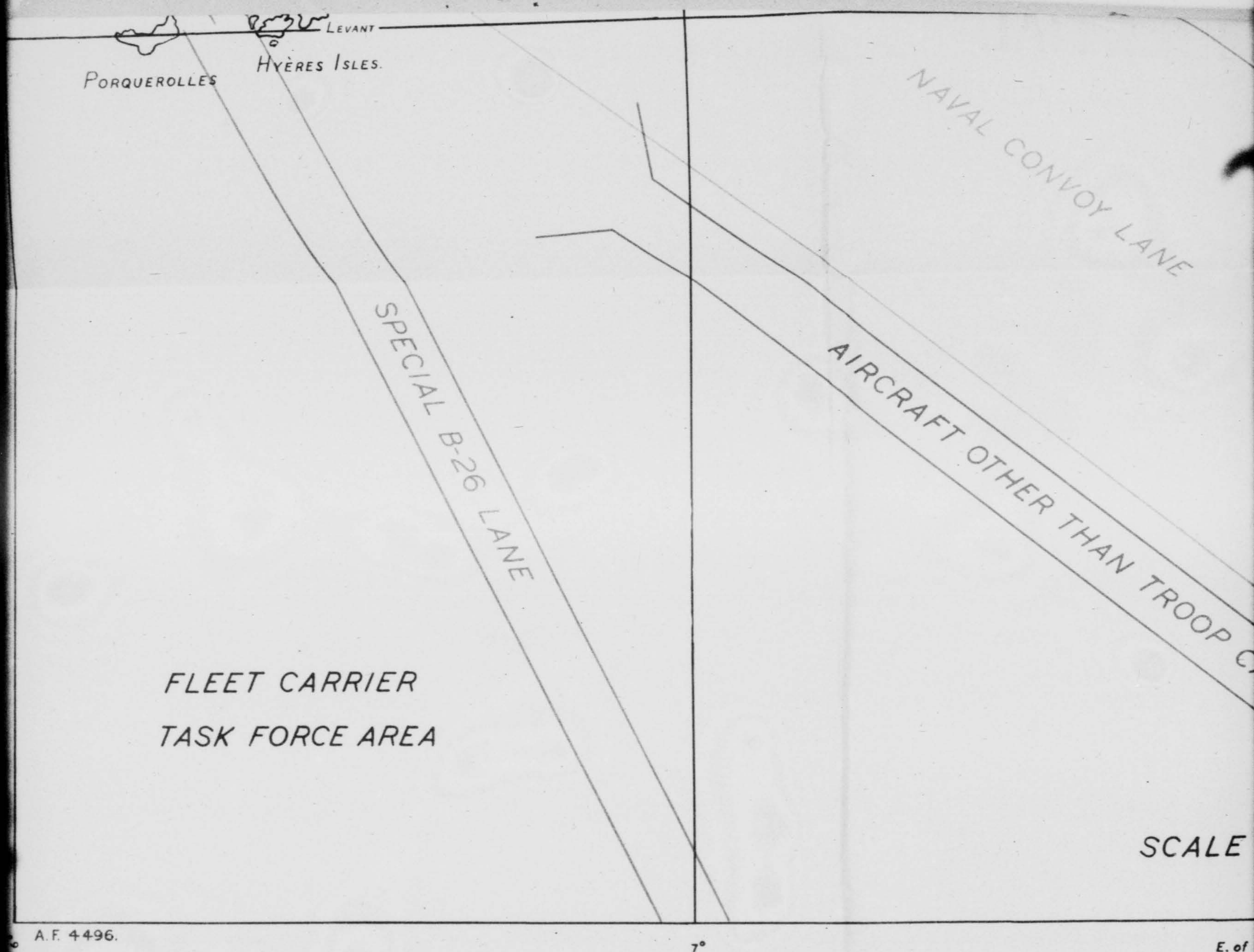
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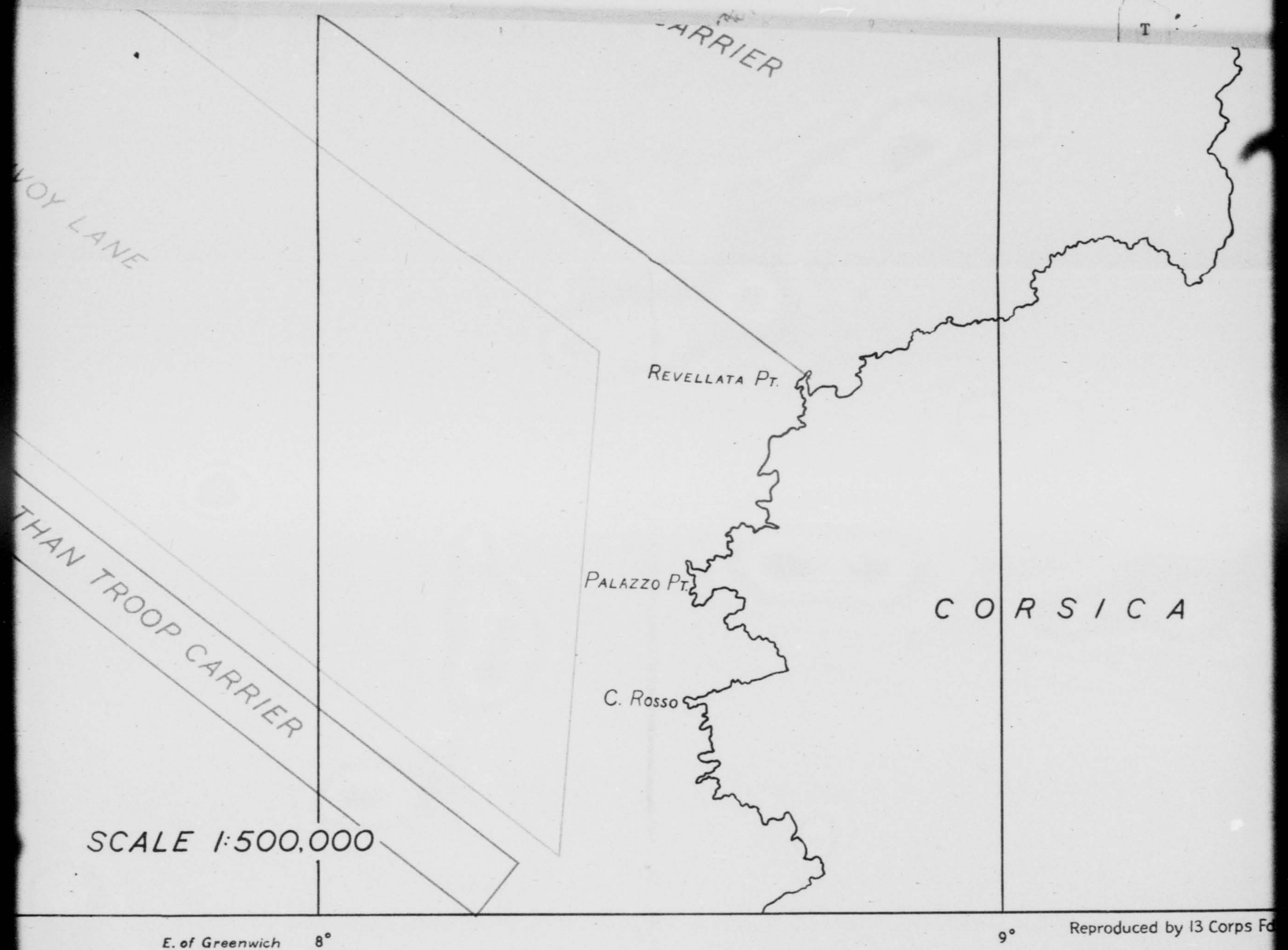
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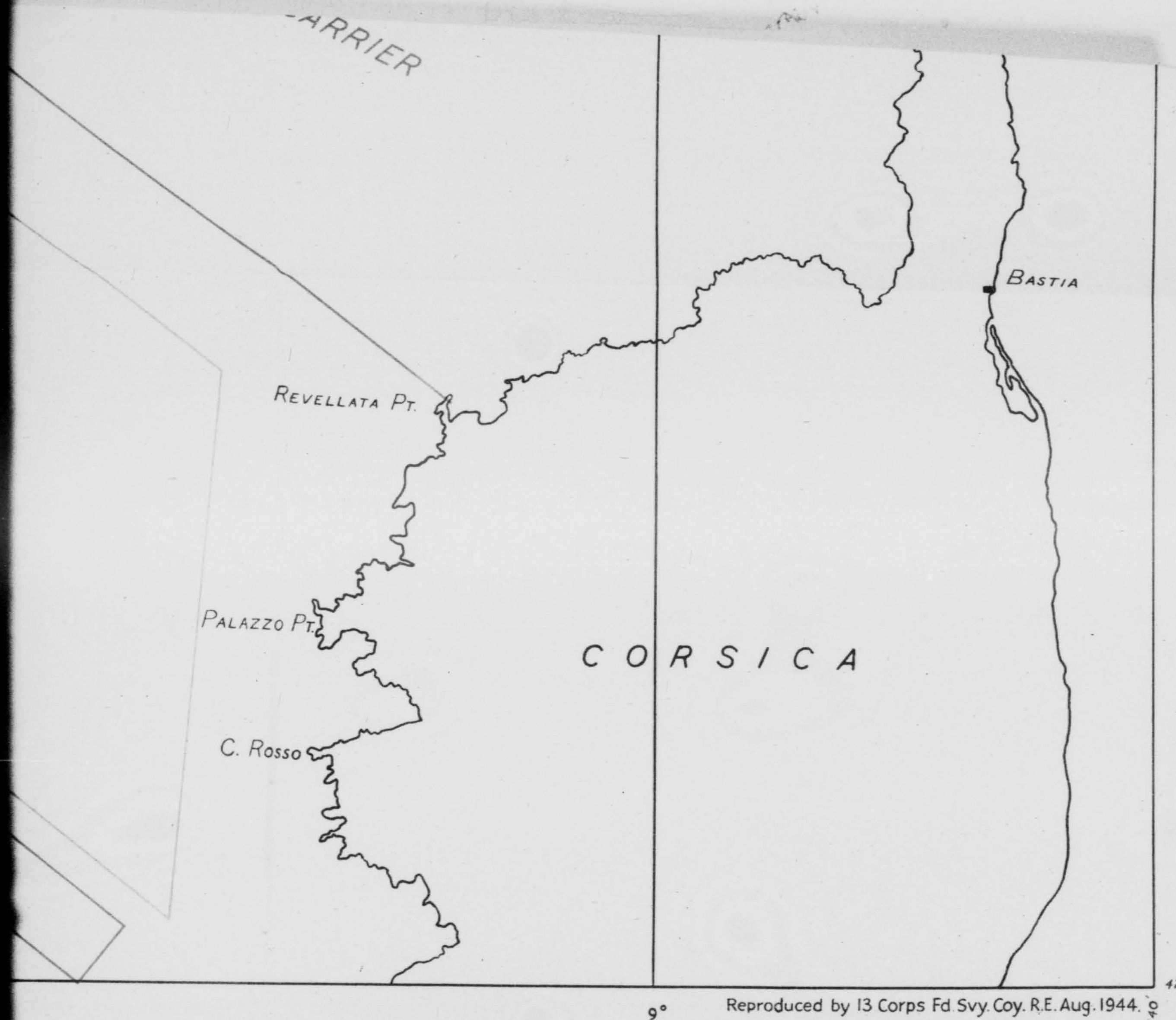
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:BY AUTH: CG XII TAC:
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BIGOT DRAGOON

HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

5 August 1944

APPENDIX C to ANNEX 16

OPERATIONS ORDER NO. 1

BOMB SAFETY LINES

1. The following are the Bomb Safety Lines and Restricted Zones for D day of Operation DRAGOON. There will be no bombing in restricted zones or behind Bomb Safety Line either on prearranged targets or by air briefing. Neither will there be any bombing by air briefing on targets inside the armed recce line, but only on pre-briefed missions that have been briefed on the ground.

2. Restricted Zones.

a. Effective H-4 hours, D day.

(1) Ile Du LEVANT.

(2) Ile Du PORT-CROS.

(3) Commando Area: U-3002, U-3105, U-3306, U-3706, U-3904

(4) Airborne Area: U-3930, U-3336, U-3542, U-4446, U-4938, U-4530, U-3930

b. Armed recce line effective H hour, D day.

(1) U-3002, U-3105, U-3306, U-3916, U-3620, U-3926, U-3930, U-3336, U-3542, U-4446, U-6143, S-3160

c. Armed recce line change effective H ≠ 6 hours, D day.

(1) Z-2896, U-2102, U-2118, U-2621, U-3223, U-3629, U-3134, U-3137, U-3542, U-4446, U-5347, S-3062

3. Bomb Safety Line

a. Effective H-4 hours, D day.

(1) Coast Line

b. Effective H ≠ 6 hours, D day.

(1) U-3002, U-3105, U-3306, U-3916, U-3620, U-3926, U-3930, U-3336, U-3542, U-4446, U-6143, S-3160

c. Effective first light, D ≠ 1 day.

(1) Z-2896, U-2102, U-2118, U-2621, U-3223, U-3629, U-3134, U-3137, U-3542, U-4446, U-5347, S-3062

4. Bomb Safety Lines and Restricted Zones are effective until changed from the Command Ship.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

DORR E. NEWTON JR.,
Colonel, G. S. C.,
AC of S, A-3.

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A-1	5
A-2	6-10
A-3	11-15
A-4	16
A-5	17
Signal	18 19
Historian	20-21
87th Fighter Wing	22-109 (6 Wing Hq., 6 per Gp; 2 per Sqdn.)
64th Fighter Wing	110-117
MAAF	118-121
MATAF	122-125
MACAF	126-130
Twelfth Air Force	131-132
Fifteenth Air Force	133-134
Desert Air Force	135-136
XII AFSC	137
Troop Carrier Command	138-139
7th Army	140-149
COMNAVNAW	150-154
CTF #88	155-175
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42nd Bombardment Wing	177-178
57th Bombardment Wing	179-180
Extra & AG Files	181-200

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

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29 July 1944

ANNEX NO. 17
To Operations Order No. 1.

AIR SUPPORT STAFF PROCEDURE ABOARD AMPHIBIOUS FLAGSHIPS

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1. In order to employ the air striking forces efficiently in this operation it is necessary that the Air Task Force Commander have available complete and up to date information of the ground and naval situations. It is also necessary that all echelons of the Air Command organize their staff procedures and actions in relation to those of the Hq. Task Force.

2. The following procedures will be followed aboard the Flagship:

a. The Air Task Force Commander to be given a complete presentation of the ground and Naval situations by 1830 hours daily. The ground situation to be presented by C.O. Army Air Support Control Section, and the naval situation by ________________.

b. Requests for next day's fighter bomber attacks to be given at this time (1830).

c. Targets requiring action by aircraft other than those assigned to the Air Task Force can be attacked at the following times:

(1) By Heavy Bombers, attack of targets submitted not later than 1000 hours of day preceeding the proposed attacks.

(2) By Medium Bombers, attack of targets submitted not later than 1300 hours of the day preceeding the proposed attacks.

(3) Night operations, on targets submitted not later than 0900 for operations the same night.

(4) All other targets to be presented at the 1830 meeting for the next day's operations.

3. Call targets and targets of opportunity may be requested at any time by Army Air Support Control or the Naval Liaison Officer thru the A-3.

4. A daily directive for operations will be issued by Headquarters Air Task Force not later than 2000 hours.

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr.
DORR E. NEWTON JR.
Colonel, G. S. C.,
AC of S, A-3.

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

ANNEX NO. 18
To Operations Order No. 1

ADMINISTRATIVE INSTRUCTIONS NO. 1

By Command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Deputy Commander.

OFFICIAL:

Dorr E. Newton Jr
DORR E. NEWTON, JR.
Colonel, G. S. C.,
AC of S, A-3.

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20 July 1944

ADMINISTRATIVE INSTRUCTIONS)
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NUMBER.....................1)

OPERATION "ANVIL"

Nature of the Operation.

1. Operation "ANVIL" is an amphibious assault conducted by 7th Army, supported by a Naval Task Force and M.A.A.F. CG, XII T.A.C. will be the Air Task Force Commander.

Maintenance of the Air Forces.

2. Under the direction of Commanding General, M.A.T.A.F., the Commanding General, XII A.F.S.C. will supply and maintain all Air Forces taking part in the Operation with the exception of the maintenance and the supply of technical spares for R.A.F. and Air Formation Signals Units and French Spitfire Squadrons, which will be the responsibility of the D.M.&S., M.A.A.F. Items common to air and ground forces will be the responsibility of the Army Commander.

BUILD - UP AND OPERATIONS IN CORSICA

3. All Tactical Units of this Command will operate in the initial stages from Corsica. The build-up of units into Corsica has now been completed.

Supplies.

4. U.S. units in Corsica will draw supplies through Service Centers in accordance with usual procedure.

5. Ammunition and pyrotechnics for all British aircraft are supplied in Corsica under arrangements made by D.M.&S., M.A.A.F. in collaboration with S.E.O., M.A.T.A.F. AND S.E.O., M.A.C.A.F.

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Norbase is responsible for the transport of R.A.F. ammunition and pyrotechnics from the Port of unloading to 135 A.S.P. R.A.F. units will normally collect their requirements from these dumps in unit vehicles.

6. Rations and NAAFI items for all personnel in the Islands are being supplied to a centrally situated D.I.D. in Corsica. R.A.F. units will continue to draw their requirements from the D.I.D. in unit transport.

Technical Supplies.

7. American units will obtain technical supplies through Service Squadrons in the usual manner. R.A.F. and French Spitfire units and 415th Night Fighter Squadron will draw technical supplies and oxygen from 135 A.S.P. in Corsica.

Repair and Salvage.

8. Repair and salvage of U.S. aircraft will be through usual channels, and of British aircraft through R.A.F. Repair and Salvage Units.

9. Repair of U.S. and French vehicles will be by Ordnance S&M Companies and of British vehicles by No. 16 M.T. Light Repair Unit located in Corsica.

Replacement Aircraft Pools.

10. XII T.A.C. Replacement Pool will be located at Capodichino. American units will be advised to pick up replacement aircraft as their status reports shows the need for same and as aircraft become available in the pool. Effort will be made to maintain this pool at fifty (50) P-47 aircraft.

11. A reserve of Spitfire aircraft for British and French Units will be held by 117 M.U. at Elmas Airfield, Sardinia. This pool will be maintained at sixty (60) aircraft. Any overflow of reserve aircraft from the pool will be held at Monserrato.

Administration.

12. Normal administration of supply in Corsica of U.S. units of XII T.A.C. will be by 87th Fighter Wing.

13. British units under operational control of 87th Fighter Wing will be administered by an R.A.F. Administrative Group Headquarters located near 87th Fighter Wing.

Replacement Pilots and Crews.

14. U. S. pilots and crew replacement will be according to usual procedure.

15. R.A.F. replacement pilots will be held in the R.A.F. Aircraft Pool at 117 M.U., Elmas Airfield in Sardinia, and will be available to move by air on direct call from the R.A.F. Administrative Group Headquarters.

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BUILD - UP INTO ANVIL

16. Units of this Command will be built-up into ANVIL from both Corsica and Italy.

Unit Moves from Corsica.

17. Units will move from Corsica to ANVIL in nine (9) LSTs operating a ferry service between Calvi/Ile Rousse, Corsica and the assault beaches. It is estimated that the craft will complete one (1) turn-around every three (3) to four (4) days. Appendix "B" sets up a priority list for movement of units Corsica to ANVIL. This list is subject to modification by CG, XII T.A.C. to meet tactical needs as they develop.

18. A Ferry Control will be established at Calvi and Ile Rousse to supervise the mounting of units in the LST shuttle and implement the directions of the CG, XII T.A.C. The Ferry Control will consist of representatives of XII T.A.C., Norbase, XII A.F.S.C. and R.A.F. movements. This Control will initiate the calling forward of units in accordance with the requirements of CG, XII T.A.C. The Ferry Control will be formed by D - 10.

19. Certain Signal units of XII T.A.C. will be in Corsica for staging only and will not operate there. These units may be placed on the LST shuttle at any time that they are needed to fill vacant LST space, at the direction of XII T.A.C. representative on the Ferry Control, prior to call being made for these units by CG, XII T.A.C.

20. Units attached or assigned to 87th Fighter Wing will be alerted and called forward by 87th Fighter Wing.

21. To insure time for pre-stowage, waterproofing, and loading, units will be alerted to arrive in the assembly area two (2) days prior to date of embarkation. "A" and "B" parties of Tactical Units may, because of operational limitations, be unable to arrive two (2) days in advance. In such event, the matter will be referred to Ferry Control by fastest means of communication available so that necessary adjustments in the loading schedule may be made.

22. No more than fifty (50) tons of loose equipment or stores will be loaded aboard any one LST. Unit Commanders will be responsible that adequate unit personnel are at hand to load and unload all loose equipment and stores. The loading and unloading of LSTs will be carried on with all possible speed so that the turn-around will not be delayed and so that LSTs will not be endangered for an undue time at the assault beaches.

23. Norbase will furnish transportation necessary for hauling loose stores and equipment to the assembly area in Corsica.

Unit Moves from Italy.

24. Units will move from Italy to ANVIL in M.T. Ships and in LCIs. A limited number of special Signal vehicles only will move in LSTs.

The schedule for the lift of units of this Command from Italy is set forth in appendix "A". If, in the later stages, it is not possible, due to change in tactical or shipping situation, to follow this schedule exactly, then appendix "A" will serve as a priority list for Air Corps units.

25. The use of M.T. shipping from Italy makes it necessary in many instances to load vehicles and drivers only, with an officer in charge, on the M.T. ships with the remaining personnel of th units travelling separately by LCIs. To avoid great confusion at the assault areas very careful briefing and planning by all units will be required in order to marry-up the personnel and vehicles at the destination. Upon unloading, each detachment of a unit should proceed at once to the Air Force assembly area that will be designated by the Beach Group and remain there until the required personnel and vehicles are joined together.

26. The assembly area for Air Force units in the Naples area is Santa Maria Airfield.

27. Units of this Command will be called into the assembly areas in the Naples area by Hqs., XII T.A.C.

28. Each unit, or echelon of a unit moving separately from the remainder of the unit, will appoint a Unit TQM. Unit TQM will be prepared to report to this Headquarters in the Naples area immediately upon being ordered so to do. Final passenger and vehicles lists will have to be prepared after arrival in the assembly area. Necessary typewriters and personnel must be available to the unit TQM for this purpose.

29. Air Force Assembly Area Commander will furnish vehicles to move personnel and loose equipment or stores from assembly areas to concentration areas. Units will be responsible for loading and unloading such equipment. Loose equipment cannot be loaded on the top deck of M.T. ships, but must be placed in holds.

30. Only T/BA equipment, or necessary equipment otherwise authorized by this or higher headquarters, will be carried. Commanding Officers will be required to certify in writing that this instruction has been complied with.

31. Vehicles will not be loaded beyond rated capacity. Bows and canvas will be removed from vehicles to be loaded in M.T. ships and stowed. Such vehicles will not be loaded beyond overall height of vehicles with bows removed. Motorcycles on M.T. ships must be stowed in trucks. Trailers will be accompanied by prime movers on all shipments.

GENERAL INFORMATION AND INSTRUCTIONS

Waterproofing

32. All vehicles arriving in ANVIL prior to D ≠ 5 will be waterproofed. Waterproofing material will be furnished in the Italy and Corsica assembly areas for U.S. vehicles by XII A.F.S.C.

A detachment of 10 M.T.L.R.U. (RAF) in Italy and 16 M.T.L.R.U. (RAF) in Corsicawill be made available in assembly areas for assistance with British vehicles.

Fuel and Oil.

33. Vehicles will be loaded on M.T. ships with gasoline tanks 90% full and on LSTs with tanks full. All motor vehicles will carry drinking water, two (2) days gasoline supply in cans, and one (1) change of motor transport oil.

Vehicle Markings.

34. U.S. vehicles will be marked by a large five (5) pointed star surrounded by a white circle four (4) inches in width and placed as follows: One (1) on a horizontal or near horizontal surface, and one (1) on each side. Smaller stars will be placed front and rear as space permits.

35. British vehicles will be marked with one (1) R.A.F. roundel on a horizontal or near horizontal surface or one (1) five (5) pointed star on said surface as with U.S. vehicles.

36. Ambulances, whether U.S., British, or French will carry the standard red cross emblem painted on horizontal or near horizontal surface, and on each side, front and rear.

37. Patches of gas detection paint will be put on all vehicles of all nationalties on a horizontal surface where it will be visible to the occupants.

38. American unit identification symbols will be as shown in AR 850-5, dated 5 August 1942.

Clothing

39. U.S. and British Air Force Personnel will wear summer khaki in Anvil until instructed to change to woolen uniform. Replacement for U.S. Personnel will be through normal service channels and for British Personnel through 135 ASP.

Rations for Embarking Troops.

40. All U.S., British, and French troops embarking for ANVIL will carry ashore as an individual reserve per man:

1 ration, type "D"
1 ration, type "K"
1 bottle Halazone tablets
1 bottle Salt tablets
2 packages cigarettes

Unit supply officers will draw above from XII A.F.S.C. in the assembly area and issue to each man prior to embarkation.

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41. In addition to above, there will be carried in unit transportation the following rations per man:

10 rations, type "B" (Units in Italy)
Up to 10 rations, type "B" (Units in Corsica) (As available)

These rations will be drawn through XII A.F.S.C.

Supplies in Anvil.

42. Aviation POL and Ammo will be phased into ANVIL to D ≠ 25 according to the schedule shown in appendix "D". M.A.A.F., A-4 will arrange shipment of subsequent supplies.

43. Transport of Air Force, Ordnance and POL from beach dumps to permanent dumps and to fields will be done by XII A.F.S.C.

44. Army Commanders will supply all items common to both air and ground. Until XII A.F.S.C. has set up facilities in ANVIL, units of this Command, U.S., British and French, may draw directly from Beach Dumps. After XII A.F.S.C. has established facilities in ANVIL approximately D ≠ 6, common items will be drawn from Army through XII A.F.S.C.

45. Rations will be available for issue at Army Beach Dumps beginning the morning of D ≠ 1. Rations will be issued on demand, necessity being the only basis. As soon as practicable, Dump Commanders will institute a policy whereby units will submit a cerified strength return one (1) day for rations to be drawn the next day. Type of ration issued will be at discretion of Dump Commanders, and will be governed by what is available in dump.

46. Motor transport gas, oil, and lubricants will be available in Army Beach Dumps from morning of D ≠ 1. Units will draw from nearest beach dumps, necessity being the only basis needed for drawing. Issues of gasoline and diesel fuel oil will be made only on the basis of exchange of empty containers for full containers. Only when tactical necessity requires will class III be issued without containers exchange.

47. Critical items of clothing and shoes will be available in Army Beach Dumps from the morning of D ≠ 1.

48. Specially packed impregnated clothing based on 15% of strength will be available in Army Beach Dumps from D ≠ 1. This will be released only in case of necessity.

49. PX rations will be issued to U.S. troops on a gratuitous basis until notice is given to the contrary.

50. PX rations will be issued to French personnel on a gratuitous basis until D ≠ 30.

51. British units will carry special D.I.D. and NAAFI items in sufficient quantity for the first thirty (30) days. After D ≠ 30 a British D.I.D. and B.I.S. will be established in ANVIL.

Signal Supplies.

52. Air Force units will draw common items of Signal supply from Army Signal Supply Points and Depots until Air Force Service Command facilities are established, approximately D ≠ 6. (In case of difficulty cite: Administrative Instruction #1, Operation Anvil, Headquarters, Force 163, Annex No. 8, Para. 2a (1) dated 20 June 1944) After Service Command facilities are established Service Command will draw from Army Dumps and issue to Air Force units.

53. Air Force units will carry with them a supply of Signal items peculiar to Air Corps sufficient for thirty (30) days. Thereafter, these items may be drawn from Air Force Service Command Depots.

Technical Supplies.

54. "A" parties of U.S. tactical units will land in ANVIL with a ten (10) day level of technical supplies and Service Squadrons with a thirty (30) day level. An Air Depot Group will move to ANVIL about D ≠ 35.

55. "A" and "B" parties of R.A.F. tactical units will each carry seven (7) days level of technical supplies, including oxygen. 135 A.S.P. will carry sixty (60) days supplies.

Hospitalization.

56. Hospitilization of Air Force personnel will be the responsibility of the Army Commander. British personnel will be served by two (2) R.A.F. Mobile Field Hospitals to the extent of the capacity of their units. One (1) M.F.H. will move from Corsica in two (2) echelons on D ≠ 5 and D ≠ 12 and a second from Italy on D ≠ 25.

Air Transport.

57. Air transport of key personnel and special equipment into the beachhead will be provided under arrangements of Hqs., M.A.T.A.F.

Bomb Disposal.

58. A Bomb Disposal unit of XII A.F.S.C. will move from Corsica to arrive on D ≠ 4.

R.A.F. Air Ammunition Park.

59. A section of 125 (AAP) M.U. will move from Italy to arrive on D ≠ 5. As soon as it is established, XII A.F.S.C. will be responsible only for conveying ammunition from Beach Dumps to the A.A.P.

Beach Control.

60. All beach activities will be under the control of Beach Control Headquarters, 7th Army. The XII A.F.S.C. will have a liaison section with the Army Beach Control Headquarters under Major C.N.C. Ramsey. S/L Robertson will represent R.A.F. interests.

Combined U.S.A.A.F. and R.A.F. beach sections are established with each Beach Group. Hqs., XII T.A.C. will maintain contact with Air Liaison, Beach Control Headquarters to advise on any changes of destination for units or supplies over the beaches.

61. Each Unit Commander will be responsible for the movement of his loose equipment from ships to beach dumps and assembly areas. On disembarking Unit Commanders will immediately contact Beach C.P. to furnish transportation which will be supplied by Beach Groups for movement to beach dumps or assembly areas. XII A.F.S.C. will furnish transportation for movement from dumps to unit location, when vehicles can be spared from hauling supplies.

62. All units and echelons of units of this Command will move at once from the beaches to the Air Force section of the assembly areas, to which they will be directed by Ground Force guides.

63. Air Force beach section personnel will be present in assembly areas to assist in assembly of units and to direct units to there proper destination. Units will not move from assembly areas without permission of Beach Group Commander or his representative.

64. Each unit will be in possession of a minimum of at least six (6) legible unit signs with arrows for use in marking routes and locations.

65. Any information needed on location of units or dumps will be obtained from the Air Force Beach Sections who will contact Air Force Liaison Officer with Beach Control Groups Headquarters if necessary.

66. Air Force Beach Section personnel will wear a blue brassard with white star.

<u>Blackout Driving Anvil.</u>

67. Vehicles will drive at night with depressed beams through unobstructed lens, except during actual alerts when only blackout lights will be used.

<u>Bivouacs, Billets and Storage Space.</u>

68. Policy.

a. Forward of Corps rear boundaries, bivouacs and billets will be acquired by reconnoitering premises, making a check for mines and booby traps, and serving verbal notice of occupancy on owner, or tenant if owner is not readily available. In the event that the premises are unoccupied, unit may occupy same without further search for owner or tenant.

b. Between Corps rear boundaries and Army rear boundary, bivouacs and billets (including sites for dumps, parks, and administrative installations) will be acquired by units as follows:

(1) Reconnoiter for suitable site.

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(2) Attempt to locate owner, or tenant in owner's absence, and secure all possible information about site, i.e., size of buildings, number of acres, owner's name and address.

(3) Contact Army Engineer Section to secure permission and necessary forms for occupation of selected premises.

(4) Serve written notice issued by Army Engineer Section, on owner or tenant.

(5) Check premises for possible mines and booby traps.

(6) Render such assistance as practicable, to move and safeguard private property within premises.

(7) Exercise reasonable care in safeguarding premises on private property located thereon.

(8) When last element of unit leaves, police premises, (dispose) of trash, cans and rubbish, cover latrines and garbage pits and mark same; turn off water and lights as applicable and shut doors, windows and gates) fill in date of evacuation on the copy of requisitioning form retained by organization and the copy in hands of owner, then forward retained copy through message center channels to Army Engineer Section.

69. In rear of Division rear boundaries and forward of Corps rear boundaries, the following installations will not be occupied by units for billets, bivouacs, dumps, shops, etc., without prior clearance from Corps Headquarters. This provision is necessary to insure that these premises are available and as intact as possible for early use by vital service units.

(1) Railroad stations, yards, shops and roundhouses.

(2) Hospitals, sanitariums and schools.

(3) Flour mills, bakeries, and grain elevators.

(4) Petroleum tank farms, storage yards and pipeline installations.

(5) Electric power generating or switching stations.

(6) Slaughter houses, butcher shops, food stores and markets.

70. In rear of Corps rear boundaries and forward of Army rear boundary, the following installations, in addition to those listed above, will not be occupied, nor will stocks of materials or equipment therein be disturbed or removed, without prior clearance from the Force Engineer.

(1) Lumber yards or mills.

(2) Cement works or stockpiles.

(3) Machine shops or garages.

(4) Large warehouses or auditoriums.

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(5) Manufacturing or industrial plants.

(6) Materiel storage yards.

Local Purchase of Food

71. Because of critical shortage of food in target area NO local purchase of food will be made by any member of this Command.

Repair and Maintenance of Field Ranges

72. Expendable supplies and parts for field ranges may be procured at Army QM Dumps in early stages. Completely unserviceable major items may be exchanged for like replacement items at these dumps.

By Command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

George L. Hart, Jr

GEORGE L. HART, JR.,
Lt. Col., G.S.C.,
AC of S, A-4.

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APPENDIX "A" SHIPMENTS FROM ITALY MOVEMENT PLAN BIGOT ANV

Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	
1.	15080 A.M.E.S. (RAF)	45	15	-	XII TAC	As advised by AAFSC MTO.			Per
2.	14034 A.M.E.S. (RAF) V.H.F. Twin	20	13	-	XII TAC		D Day		On I spec spec
3.	871 A.M.E.S. (RAF)	45	15	-	XII TAC		On Call		) Oper
	SCR.584	29	6	-	XII TAC		On Call		)
4.	8015 A.M.E.S. (RAF)	45	15	-	XII TAC		On Call		)
	SCR.584	29	6	-	XII TAC		On Call		) Oper
	SCR.582	55	10		XII TAC		D Day		)
5.	809th Avn Engineer Bn (2 Coys)	450	120	-	AAFEC		D Day	ALPHA CAMEL	) One) any Engi
6.	1974th QM Truck Company	102	107	-	XII AFSC		D Day	CAMEL	
7.	HQ., XII T.A.C.	25	12	-	XII TAC +		D Day	DELTA	+ Tact to a D - 2 XII T
8.	H.Q., 64th Fighter Wing	60	14	-	XII TAC		D Day	DELTA	
9.	346th Signal Co. Wing	26	4	-	XII TAC		D Day	DELTA	
10.	927th Signal Battalion	250	77	40	XII TAC		D + 1	DELTA	

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SHIPMENTS FROM ITALY — MOVEMENT PLAN — BIGOT ANVIL TOP SECRET

	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
AF)	45	15	-	XII TAC	As advised by AAFSC MTO.			Permanent GCI/LST
RAF)	20	13	-	XII TAC		D Day		On LST 32 for landing D Day in special operation. To be specially stowed.
F)	45	15	-	XII TAC		On Call		) Operating on GCI/LST.
	29	6	-	XII TAC		On Call		)
AF)	45	15	-	XII TAC		On Call		)
	29	6	-	XII TAC		On Call		) Operating on GCI/LST.
	55	10		XII TAC		D Day		)
r Bn (2 Coys)	450	120	-	AAFEC		D Day	ALPHA CAMEL	) One Company to ALPHA. One Company to CAMEL. Essential Engineers land on D Day.
ompany	102	107	-	XII AFSC		D Day	CAMEL	
	25	12	-	XII TAC +		D Day	DELTA	+ Tactical Groups may be unable to arrive in assembly area on D - 23. AAFSC/MTO to consult XII TAC.
r Wing	60	14	-	XII TAC		D Day	DELTA	
ing	26	4	-	XII TAC		D Day	DELTA	
alion	250	77	40	XII TAC		D + 1	DELTA	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Rem
11.	439th Signal Construction Bn	79	26	20	XII TAC	As advised by AAFSC/ATO	D + 1	DELTA	
12.	582nd Signal A.W.Bn. 593rd Signal A.W.Bn. 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	239	77	-	XII TAC		D to D + 1	All Beaches as per pre-stowage lists.	48 specialis as advised b
13.	Intelligence Field Party	11	5	-	NAAF		D + 1	CAMEL	To be called LUARD, C.I.O.
14.	Det QM Co.Serv.Group	15	2	-	XII AFSC		D + 1	CAMEL	
15.	Det.1059th Sig.Co.Serv.Group	15	2	-	XII AFSC		D + 1	CAMEL	
16.	11th Bomb Disposal Squadron	7	4	-	XII AFSC		D + 2	CAMEL	
17.	57th Service Squadron	222	86	148	XII AFSC		D + 2	CAMEL	
18.	1683rd Ord.S & M. Company	80	26	26	XII AFSC		D + 2	CAMEL	
19.	225 Squadron (RAF) 'B' Party	139	20	-	XII TAC		D + 3	ALPHA	
20.	2/33 Squadron (French) 'B' Pty	120	19	20	XII TAC		D + 3	DELTA	
21.	111th Squadron 'B' Party	80	34	-	XII TAC		D + 3	DELTA	
22.	324 Wing (RAF) 'B' Party	596	137	-	XII TAC		D + 3	ALPHA	
23.	304 M.S.S.U. (RAF) Detachment (attached 582nd SAW Bn)	20	6	-	XII TAC		D + 3	CAMEL	

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Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
79	26	20	XII TAC	As advised by AAFSC/ATO	D + 1	DELTA	
239	77	-	XII TAC		D to D + 1	All Beaches as per pre-stowage lists.	48 specialist vehicles on GCI/LST as advised by XII T.A.C.
11	5	-	MAAF		D + 1	CAMEL	To be called forward via G/Capt. LUARD, C.I.O., M.A.A.F.
15	2	-	XII AFSC		D + 1	CAMEL	
15	2	-	XII AFSC		D + 1	CAMEL	
7	4	-	XII AFSC		D + 2	CAMEL	
222	86	140	XII AFSC		D + 2	CAMEL	
80	26	26	XII AFSC		D + 2	CAMEL	
139	20	-	XII TAC		D + 3	ALPHA	
120	19	20	XII TAC		D + 3	DELTA	
80	34	-	XII TAC		D + 3	DELTA	
596	137	-	XII TAC		D + 3	ALPHA	
20	6	-	XII TAC		D + 3	CAMEL	

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Priority Number		Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
24.	113 R.S.U. (RAF) 'E' Pty Det 1 (including crane)	30	4	-	XII TAC	as advised by AFSC/ATO	D + 3	ALPHA	
25.	Weather Det. 64th Fighter Wing	20	8	-	XII TAC		D + 3	DELTA	
26.	927th Signal Battalion	74	28	40	XII TAC		D + 3	DELTA	
27.	439th Signal Construction Bn.	202	90	80	XII TAC		D + 3	DELTA	
28.	582nd Signal A.W. Bn. 593rd Signal A.W. Bn. 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	558	135	10	XII TAC		D + 3	On all Beaches as per pre-stowage lists.	65 vehicles on GCI/LST as advised by XII TAC.
29.	Pt. to Pt. Radio Teletype (attached XII TAC)	15	9	-	XII TAC		D + 3	DELTA	May not be available.
30.	1st Coy 54th Line Section Air Formation Signals (British) (attached 64th Ftr Wing)	76	36	25	XII TAC		D + 3	DELTA	
31.	Meteorological Unit (RAF) (with 324 Wing)	12	3	-	XII TAC		D + 3	ALPHA	May not be available.
32.	324th Group 'B' Party	339	77	75	XII TAC		D + 5	CAMEL	
33.	125 A.A.P. (RAF) Section No. 1	14	4	-	MAAF		D + 5	CAMEL	To be called forward F/Lt Clark, Caserta - Freedom 651 or W/C Case - Freedom 728.

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Priority Number		Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
34.	113 R.S.U. (RAF) 'B' Pty Det 2 (including crane)	14	7	-	XII TAC	as advised by AFSC/ATO	D + 5	ALPHA	135 ASP to be called forward via S/Ldr PASCELLO, No. 214 Group.
35.	135 A.S.P. (RAF) M.O.P. No.1 (attached 324 Wing)								
36.	582nd Signal A.W.Bn. 593rd Signal A.W.Bn. 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	33	44	-	XII TAC		D + 5	On all beaches as per pre-stowage lists	24 vehicles to be loaded in LST as advised by XII TAC.
37.	1722nd Ord. S & M. Company	80	25	26	XII AFSC		D + 5	CAMEL	
38.	582nd Signal A.W.Bn 593rd Signal A.W.Bn 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	247	74	-	XII TAC		D + 10	On all beaches as per pre-stowage lists.	32 vehicles to be loaded in L.S.T. as advised by XII TAC
39.	329 M.R.U. (RAF)	33	13	-	XII TAC		D + 10		
40.	'X' Ord.Amm.Co.	186	14	13	XII AFSC		D + 10	CAMEL	
41.	'X' QM Truck Co.Detachment	42	22	-	XII AFSC		D + 10	CAMEL	
42.	RAF Embarkation Unit Det.	10	2	-	MAAF		D + 10	CAMEL	
43.	1108th QM Co.Serv.Group	92	4	-	XII AFSC		D + 10	CAMEL	
44.	431st Signal Construction Bn (attached XII TAC)	425	135	80	XII TAC		D + 10	DELTA	

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Priority Number		Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
45.	904th HQ Coy Aviation Engineers	50	35	-	AAFSC	as advised by AFSC/ATO	D + 15	CAMEL	
46.	H.Q., XII T.A.C. Balance	300	68	50	XII TAC		D + 15	DELTA	
47.	Weather Det. XII T.A.C.	32	12	?	XII TAC		D + 15	DELTA	
48.	H.Q. 64th Fighter Wing Balance	103	39	50	XII TAC		D + 15	DELTA	
49.	135 A.S.P. (RAF) M.O.P. No.2 (attached 324 Wing RAF) 113 R.S.U. (RAF) Balance 'B' Pty	150	41	-	XII TAC		D + 15	ALPHA	135 ASP to be called forward via S/Ldr P.SCILLO, No.214 Group
50.	H.Q. Ord.Depot Regiment	139	8	8	XII AFSC		D + 15	DELTA	
51.	'X' Ord.Maint.Co.AF	223	66	-	XII AFSC		D + 15	DELTA	
52.	Ord.Depot Co.Avn.	186	28	16	XII AFSC		D + 15	DELTA	
53.	'X' QM Truck Company Det.	51	53	-	XII AFSC		D + 15	CAMEL	
54.	346th Signal Co.Wing	63	9	-	XII TAC		D + 15	DELTA	
55.	927th Signal Battalion	154	46	-	XII TAC		D + 15	DELTA	
56.	582nd Signal A.W.Bn. 593rd Signal A.W.Bn. 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	212	75	-	XII TAC		D + 15	On all beaches as per pre-stowage lists.	48 vehicles on L.S.T. as advised by XII T.A.C.
57.	Det. XII A.F.S.C.	150	35	-	XII AFSC		D + 15	DELTA	

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Priority Number		Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
58.	Det. 397th Sig.Co.Avn	40	10	-	XII AFSC	as advised by AFSC/ATO	D + 15	DELTA	
59.	34th A.D.Supply Squadron	131	47	100	XII AFSC		D + 15	DELTA	
60.	RAF Embarkation Unit 'A' Party	30	6	-	RAF		D + 15	ALPHA	
61.	814th Aviation Engineer Bn) 809th Aviation Engineer Bn Balance)	1140	380	-	AFEC		D + 20	ALPHA or PORT	
62.	304 M.S.S.U. (RAF) Main Party	38	15	-	XII TAC		D + 20	As advised by XII TAC	
63.	HQ & HQ Sqdn 34th A.D.Group	169	26	54	XII AFSC		D + 20	DELTA	
64.	HQ Sqdn 41st Service Group	162	25	53	XII AFSC		D + 20	CAMEL	
65.	2493rd QM Truck Company	102	107	-	XII AFSC		D + 20	DELTA	
66.	1983rd QM Truck Company	102	107	-	XII AFSC		D + 20	CAMEL	
67.	1658th Ord. S & M. Co.	80	26	26	XII AFSC		D + 20	CAMEL	
68.	434th Q.M.Platoon Depot Gp	22	2	-	XII AFSC		D + 20	DELTA	
69.	Det 1408th QM Depot Platoon	12	2	-	XII AFSC		D + 20	CAMEL	
70.	1127th QM Co.Serv.Group	92	4	50	XII AFSC		D + 20	CAMEL	
71.	1062nd Sig.Co.Serv.Group	100	18	30	XII AFSC		D + 20	CAMEL	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
72.	1997th Eng Platoon FAFC	38	12	-	XII AFSC	as advised by AFSC/AFO	D + 20	CAJEL	
73.	2nd Med. Supply Platoon	21	3	30	XII AFSC		D + 20	DELTA	
74.	M.A.T.A.F. Fear Signal	42	29	-	MAAF		D + 25	PORT	To be called forward via 113 M.U. (RAF) where vehicles are being overhauled.
75.	582nd Signal A.W. Bn. 593rd Signal A.W. Bn. 82nd Fighter Control Sqdn 328th Fighter Control Sqdn	332	102	80	XII TAC		D + 25	As advised by XII TAC	30 vehicles to be loaded on L.S.T. as advised by XII TAC.
76.	332 M.R.U. (RAF)	34	13	-	XII TAC		D + 25	As advised by XII TAC	
77.	10 M.T.L.R.U. (RAF)	99	51	-	MAAF		D + 25	PORT	
78.	'X' Mobile Field Hospital (RAF) PMO/MAAF	94	31	-	MAAF		D + 25	PORT	To be nominated by and called forward through PMO, M.A.A.F.
79.	RAF Embarkation Unit 'B' Party	22	4	-	MAAF		D + 25	PORT	
80.	'X' Depot Supply Squadron	131	47	100	XII AFSC		D + 25	PORT	
81.	34th A.D. Repair Squadron	350	51	260	XII AFSC		D + 25	PORT	
82.	Det 1963rd Eng. Depot Platoon	31	4	-	XII AFSC		D + 25	PORT	
83.	328th Fighter Control Sqdn 582nd Signal A.W. Bn 593rd Signal A.W. Bn 82nd Fighter Control Sqdn	593	237	66	XII TAC		D + 35	As advised by XII TAC	45 vehicles to be loaded in LST as advised by XII TAC.

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
84.	904th Air Base Security Bn	413	52	25	XII TAC		D + 35	PORT	
85.	895th M.P. Company	112	11	11	XII TAC		D + 35	PORT	
86.	Co. 'A' 366th Infantry	193	3	8	XII TAC		D + 35	PORT	
87.	Co. 'B' 366th Infantry	193	3	8	XII TAC		D + 35	PORT	
88.	Hq 'X' Air Depot Group	169	26	54	XII AFSC		D + 35	PORT	
89.	'X' Air Depot Repair Sqdn	350	51	260	XII AFSC		D + 35	PORT	
90.	'X' Air Depot Supply Squadron	131	47	100	XII AFSC		D + 35	PORT	Approximately 200 vehicles and accompanying personnel can be lifted on D + 45 convoy if shipping space proves inadequate on D + 35. XII A.F.S.C. will nominate appropriate units.
91.	'X' QM Truck Company	102	107	-	XII AFSC	as advised by AFSC/ETO	D + 35	PORT	
92.	'X' Ord. Ammo. Co	186	14	13	XII AFSC		D + 35	PORT	
93.	'X' Ord. Ammo. Co.	186	14	13	XII AFSC		D + 35	PORT	
94.	'X' Ord. Maint. AF	223	66	-	XII AFSC		D + 35	PORT	
95.	QM Platoon Depot Group	24	3	4	XII AFSC		D + 35	PORT	
96.	Balance HQ XII A.F.S.C.	228	25	34	XII AFSC		D + 35	PORT	
97.	1931st QM Truck Company	102	107	-	XII AFSC		D + 35	PORT	
98.	1626th Ord. S & M. Co.	80	26	26	XII AFSC		D + 35	PORT	
99.	Det 397th Sig. Co. Avn.	132	20	15	XII AFSC		D + 35	PORT	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
100.	1057th M.P.Co.Avn	101	7	6	XII AFSC	as advised by AFSC/ETO	D + 35	PORT	
101.	Med.Disp.Avn.No.154	28	7	7	XII AFSC		D + 35	PORT	
102.	'X' Chemical Coy. Depot	82	10	15	XII AFSC		D + 35	PORT	Approximately 200 vehicles and accompanying personnel can be lifted on D + 45 convoy if shipping space proves inadequate on D + 35. XII AFSC will nominate appropriate units.
103.	'X' Chemical Coy Air Operations	138	30	-	XII AFSC		D + 35	PORT	
104.	'X' Sig.Co.Depot Group	226	33	67	XII AFSC		D + 35	PORT	
105.	'X' Truck Coy. Ordnance	102	107	-	XII AFSC		D + 35	PORT	
106.	HQ Sqdn 319th Service Group	165	26	53	XII AFSC		D + 45	PORT	
107.	1072nd Sig.Co.Serv.Group	100	18	30	XII AFSC		D + 45	PORT	
108.	46th Service Squadron	222	86	148	XII AFSC		D + 45	PORT	
109.	'X' Air Depot Repair Squadron	350	51	200	XII AFSC		D + 45	PORT	
110.	1989th Eng.Platoon MAFC	38	12	-	XII AFSC		D + 45	PORT	
111.	1st Bomb Disposal Squadron	7	4	-	XII AFSC		D + 45	PORT	
112.	HQ & HQ Sqdn 316th Serv.Group	165	26	53	XII AFSC		D + 55	PORT	
113.	91st Service Squadron	222	86	148	XII AFSC		D + 55	PORT	
114.	68th Service Squadron	222	86	148	XII AFSC		D + 55	PORT	
115.	1016th S.Co.Serv.Group	100	18	30	XII AFSC		D + 55	PORT	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date to Disembark	Destination Area	Remarks
116.	1125th QM Co.Serv.Group	92	4	50	XII AFSC	As advised by AFSC/MTO	D + 55	PORT	
117.	1989th Eng.Platoon MAFC	38	12	-	XII AFSC		D + 55	PORT	
118.	1936th QM Truck Company	102	107	-	XII AFSC		D + 55	PORT	

NOTES : 1. Following signal vehicles must NOT be loaded on M/T ships :

D	D+3	D+5	D+10	D+15	D+25	D+35
48	65	24	32	48	30	45

2. Following vehicles cannot be loaded in L.S.Ts :

113 R.S.U. (RAF) 'B' Pty Det 1 (inc. crane)	1
113 R.S.U. (RAF) 'B' Pty Det 2 (inc. crane)	1
113 R.S.U. (RAF) Bal. 'B' Pty (inc. 2 cranes 1 low loader)	3
135 A.S.P. (RAF) M.O.P. No.1	1
135 A.S.P. (RAF) M.O.P. No.2	1

3. Figures for the 582nd and 593rd A.W.Battalions include Nos. 8035 and 15051 A.M.E.S. (RAF). Three G.C.I./L.S.Ts Nos. 871, 8015 and 14023 will be employed in the operation.

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APPENDIX "B"

BIGOT ANVIL
TOP SECRET

SHIPMENTS FROM CORSICA

MOVEMENT PLAN

Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
+ 1.	322 Wing (RAF) 'A' Party	472	112	-	87 F.W.	D - 3	D + 4	++ CAMEL	+ To be loaded in 'Killer' Type LST prior to D + 4.
+ 2.	108 Repair & Salvage Unit (RAF) Det	30	4	-	87 F.W.	"	"	CAMEL	
+ 3.	135 Air Stores Park (RAF) Det.	14	4	-	RAF Group	"	"	CAMEL	++ All units from CORSICA are to be loaded in complete LST loads for the correct beaches as nearly as possible, and Navy informed for routeing.
+ 4.	U.S.Naval Party	64	18	-		"	"		
5.	817th Engineer Aviation Bn	805	250	-	87 F.W.	D Day	D + 5	CAMEL	
6.	27th Group 'A' Party	340	71	50+++	87 F.W.	"	"	CAMEL	+++ No more than 50 tons of loose equipment may be loaded in any one LST.
7.	HQ & HQ Sqdn 332nd S.Group	165	26	53	XII AFSC	"	"	CAMEL	
8.	1110th QM Co. S.Group	92	4	20	XII AFSC	"	"	CAMEL	
9.	1059th Sig.Co.S.Geoup	100	18	30	XII AFSC	"	"	CAMEL	
10.	1991st Eng.Platoon EAFC	30	12	-	XII AFSC	"	"	CAMEL	
11.	Det 874th Sig.Co.Depot	47	10	-	XII AFSC	"	"	CAMEL	
12.	Det 1963rd Eng.Depot Platoon	31	4	-	XII AFSC	"	"	CAMEL	

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BIGOT ANVIL TOP SECRET

Priority Number.	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disemb-arkation	Destination Area	Remarks
13.	Det 1408th QM Depot Platoon	11	2	-	XII AFSC	D Day	D + 5	CAMEL	
14.	1955th QM Truck Company	102	107	-	XII AFSC	"	"	CAMEL	
15.	25 Mobile Field Hospital (RAF) Det.	30	10	-	RAF Group	"	"	CAMEL	
16.	Intelligence Field Party (Br.)	40	3	-	RAF Group	"	"	CAMEL	
17.	One Bomb Disposal Squadron	10	2	-	XII AFSC	"	"	CAMEL	
18.	815th Engineer Aviation Bn	550	170	-	87 F.W.	From D + 4	D + 8 to 9	CAMEL	
19.	324 Wing (RAF) 'A' Party	606	130	-	87 F.W.	"	"	ALPHA	
20.	225 Squadron (RAF) 'A' Party	109	20	-	87 F.W.	"	"	CAMEL	
21.	111th Squadron 'A' Party	156	34	35	87 F.W.	"	"	DELTA	
22.	322 Wing (RAF) 'B' Party	450	93	-	87 F.W.	"	"	CAMEL	
23.	2/33 Squadron (French) 'A' Party	120	25	20	87 F.W.	"	"	DELTA	
24.	23 PR Squadron 'A' Party	86	13	10	87 F.W.	"	"	DELTA	
25.	113 Repair & Salvage Unit (RAF) Det.	50	12	-	87 F.W.	"	"	CAMEL	
26.	108 Repair & Salvage Unit (RAF) 'A'Pty	60	32	-	87 F.W.	"	"	CAMEL	
27.	135 Air Stores Park (RAF) 'A' Pty	89	58	-	RAF Group	"	"	CAMEL	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
28.	Air Formation Signals (Br.)	4	2	-	RAF Group	From D + 4	D + 8 to 9	CAMEL	
29.	1st Service Squadron	222	86	148	XII AFSC	"	"	CAMEL	
30.	1952nd QM Truck Company	102	107	-	XII AFSC	"	"	CAMEL	
31.	1697th Ord. S & M. Company	80	26	26	XII AFSC	"	"	CAMEL	
32.	57th Bomb Disposal Squadron	7	4	-	XII AFSC	"	"	CAMEL	
33.	815th Engineer Aviation Bn	200	80	-	87 F.W.	From D + 7	D +12 to 13	CAMEL	
34.	27th Group 'B' Party	528	131	50	87 F.W.	"	"	CAMEL	
35.	324th Group 'A' Party	568	132	134	87 F.W.	"	"	CAMEL	
36.	Intelligence Field Party (Br.)	70	12	-	RAF Group	"	"	CAMEL	
37.	16th Service Squadron	222	86	148	XII AFSC	"	"	CAMEL	
38.	HQ Sqdn 19th Service Group	163	26	53	XII AFSC	"	"	DELTA	
39.	2470th QM Truck Company	102	107	-	XII AFSC	"	"	CAMEL	
40.	1661st Ord. S & M. Company	80	24	26	XII AFSC	"	"	CAMEL	
41.	1120th QM Co.Serv.Group	92	4	50	XII AFSC	"	"	DELTA	
42.	1005th Sig.Co.Serv.Group	100	18	30	XII AFSC	"	"	DELTA	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
43.	1998th Eng.Platoon AAFC	38	12	-	XII AFSC	From D + 7	D+12 to 13	DELTA	
44.	Det 874th Sig.Co.Depot	54	10	25	XII AFSC	"	"	DELTA	
45.	3rd Med.Supply Platoon	21	3	30	XII AFSC	"	"	DELTA	
46.	25 Mobile Field Hospital(RAF)Main Pty	64	21	14	RAF Group	"	"	CAMEL	
47.	927th Signal Battalion	253	75	-	87 F.W.	"	"	DELTA	
48.	439th Sig.Construction Bn	156	70	-	87 F.W.	"	"	DELTA	
49.	251 Wing (RAF) 'A' Party	408	102	-	87 F.W.	D + 10	D+15 to 16	DELTA	
50.	57th Group 'A' Party	469	112	50	87 F.W.	"	"	CAMEL	
51.	79th Group 'A' Party	461	112	50	87 F.W.	"	"	CAMEL	
52.	415th Squadron 'A' Party	130	22	25	87 F.W.	"	"	CAMEL	
53.	23 PR Squadron 'B' Party	279	47	62	87 F.W.	"	"	DELTA	
54.	63 Repair & Salvage Unit(RAF)'A'Pty	95	23	-	87 F.W.	"	"	DELTA	
55.	Co.'A' 437th Sig.Cons.Bn MACAF	180	67	15	63 F.W.	"	"	DELTA or PORT	
56.	Intelligence Field Party (Br.)	69	12	-	RAF Group	"	"	CAMEL	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
57.	86th Group 'A' Party	443	102	50	87 F.W.	From D + 14	D+19 to 20	ALPHA or PORT	
58.	4th F.Group (Fr.) 'A' Party	340	84	100	87 F.W.	"	"	ALPHA or PORT	
59.	63 Repair & Salvage Unit(RAF)'B'Pty	96	32	-	87 F.W.	"	"	DELTA or PORT	) Approx.10 vehicles including cranes, low loaders & MOPs will require 2 LCTs. These will be arranged between CG XII TAC & CG 7th Army. Vehicles concerned will be held in the assembly area until craft arrive.
60.	113 Repair & Salvage Unit(RAF)'A'Pty	61	13	-	87 F.W.	"	"	ALPHA	
61.	108 Repair & Salvage Unit(RAF)'B'Pty	20	10	-	87 F.W.	"	"	CAMEL	
62.	135 Air Stores Park (RAF) 'B' Pty	100	59	-	RAF Group	"	"	CAMEL	
63.	Air Formation Signals (Br.)	86	34	-	RAF Group	"	"	CAMEL or PORT	
64.	Sector 'X' RCAF 'A' Party	489	49	85	63 F.W.	"	"	PORT	
65.	16th Depot Supply Squadron	131	47	100	XII AFSC	"	"	DELTA	
66.	Det 874th Sig.Co.Depot	94	18	40	XII AFSC	"	"	DELTA	
67.	251 Wing (RAF) 'B' Party	386	82	- -	87 F.W.	D + 18	D+23 to 24	DELTA or PORT	
68.	79th Group 'B' Party	461	112	50	87 F.W.	"	"	CAMEL or PORT	
69.	57th Group 'B' Party	469	112	50	87 F.W.	"	"	CAMEL or PORT	
70.	415th Squadron 'B' Party	130	23	25	87 F.W.	"	"	CAMEL or PORT	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area
71.	47th Group 'A' Party	628	142	75	87 F.W.	From D + 18	D+23 to 24	CAMEL or PORT
72.	326,327,328(Fr.) 'A' Pty M.A.A.F	250	20	30	63 F.W.	"	"	PORT
73.	108 Repair & Salvage Unit(R.A.F) Bal.	70	27	-	87 F.W.	"	"	CAMEL or PORT
74.	Sector 'X' M.A.A.F 'B' Party	152	64	-	63 F.W.	"	"	DELTA or PORT
75.	26th Service Squadron	222	86	48	XII AFSC	"	"	PORT
76.	1986th QM Truck Company	102	107	-	XII AFSC	"	"	PORT
77.	1640th Ord.S & M.Company	80	26	26	XII AFSC	"	"	PORT
78.	86th Group 'B' Party	443	102	50	87 F.W.	D + 20	D+27 to 28	ALPHA or PORT
79.	4th F.Group (Pr.) 'B' Party	340	94	100	87 F.W.	"	"	ALPHA or PORT
80.	5th Mapping Squadron 'A' Party	60	20	10	R.A.F Group	"	"	PORT
81.	H.Q., M.A.T.A.F. 'A' Party	100	25	-	R.A.F Group	"	"	PORT
82.	125 (A.A.P) M.U. Section No.2	14	4	-	R.A.F Group	"	"	PORT
83.	321st Service Squadron	222	86	148	XII AFSC	"	"	PORT
84.	1971st QM Truck Company	102	107	-	XII AFSC	"	"	PORT
85.	1683rd Ord.S & M.Company	80	24	26	XII AFSC	"	"	PORT

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BIGOT ANVIL TOP SECRET

Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
86.	Sector 'X' M.C.A.F 'C' Party	324	99	58	63 F.W.	From D + 20	D+27 to 28	PORT	
87.	363rd Service Squadron	222	86	148	XII AFSC	"	"	PORT	
88.	1920th QM Truck Company	102	107	-	XII AFSC	"	"	PORT	
89.	1651st Ord.S & M.Company	80	26	26	XII AFSC	"	"	PORT	
90.	47th Group 'B' Party	628	143	75	87 F.W.	D + 24	D+31 to 32	PORT	
91.	326,327,328(Fr.)'B' Pty M.C.A.F	400	73	40	63 F.W.	"	"	PORT	
92.	[illegible] (F[illegible], M.C.A.F	211	30	50	63 F.W.	"	"	PORT	
93.	Forward Sector Ops	423	102	50	87 F.W.	"	"	PORT	
94.	414th Squadron M.C.A.F	314	27	25	63 F.W.	D + 28	D+35 to 36	PORT	
95.	87th Fighter Wing	269	32	34	87 F.W.	"	"	PORT	
96.	343rd Sig.Co Wing	89	14	10	87 F.W.	"	"	PORT	
97.	HQ Sqdn 320th Service Group	165	26	53	XII AFSC	"	"	PORT	
98.	1113th QM Co.Serv.Group	92	4	50	XII AFSC	"	"	PORT	
99.	1065th Sig.Co S.Group	100	18	30	XII AFSC	"	"	PORT	
100.	H.Q., M.A.T.A.F. 'B' Party	980	250	-	M.T.F	D + 32	D+36	PORT	

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
	MOVE OF BOMB GROUPS								
101.	340th Bomb Group 'A' Party	500	113	134	57 B.W.				
102.	324th Service Squadron	222	86	148	XII AFSC				To be moved as soon as tactical situation requires. Shipping to be arranged by M.A.A.F.
103.	2035th QM Truck Company	102	107	-	XII AFSC				
104.	1666th S. & M. Company	80	24	26	XII AFSC				It is not intended to move 57 Bomb Wing to assault area until move in Appendix 'C' from SARDINIA has been completed, unless tactical situation requires. Movement of 'A' and 'B' parties of Bomb Groups must be separated by 10 days.
105.	340th Bomb Group 'B' Party	500	107	110	57 B.W.				
106.	321st Bomb Group 'A' Party	500	67	65	57 B.W.				
107.	310th Bomb Group 'A' Party	500	113	134	57 B.W.				
108.	57th Bomb Wing H.Q.	172	33	60	57 B.W.				
109.	313th Signal Co.Wing	89	14	30	57 B.W.				Figures for 57th and 42nd Bomb Wings and Service Troops are subject to revision prior to provision of shipping by H.Q. M.A.A.F. Amendments as necessary will be called for from Bomb Wings and XII AFSC.
110.	346th Service Squadron	222	86	148	XII AFSC				
111.	2036th QM Truck Company	102	107	-	XII AFSC				
112.	1624th Ord. S. & M. Company	80	24	26	XII AFSC				
113.	HQ & HQ Sqdn 3rd Service Group	165	26	53	XII AFSC				
114.	341st Service Squadron	222	86	148	XII AFSC				

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
115.	1991st QM Truck Company	102	107	-	XII AFSC				
116.	1633rd Ord. S & M. Company	80	24	26	XII AFSC				
117.	1122nd QM Co.Serv.Group	92	4	20	XII AFSC				
118.	1021st Sig.Co.Serv.Group	100	18	30	XII AFSC				
119.	1995th Eng Platoon F.AFC	38	14	-	XII AFSC				
120.	321st Bomb Group 'B' Party	700	112	260	57 B.W.				
121.	310th Bomb Group 'B' Party	700	112	260	57 B.W.				
122.	319th Bomb Group 'A' Party	500	113	100	42 B.W.				
123.	320th Bomb Group 'A' Party	500	113	100	42 B.W.				
124.	17th Bomb Group 'A' Party	500	113	100	42 B.W.				
125.	31st Bomb Group 'A' Party	500	113	100	42 B.W.				
126.	1985th Eng.Platoon F.AFC	38	14	-	XII AFSC				
127.	59th Bomb Disposal Squadron	10	2	-	XII AFSC				
128.	306th Service Group	165	26	53	XII AFSC				
129.	1146th QM Co.Serv.Group	92	4	20	XII AFSC				
130.	1068th Sig.Co.Serv.Group	100	18	30	XII AFSC				

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BIGOT ANVIL TOP SECRET

Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
131.	HQ & HQ Sqdn 310th Serv.Group	165	26	53	XII AFSC				
132.	431st QM Platoon A.D.C.	22	2	-	XII AFSC				
133.	1057th Sig.Co.Serv.Group	100	18	30	XII AFSC				
134.	1644th Ord. S. & M.Company	80	24	26	XII AFSC				
135.	1993rd Eng.Platoon F.AFC	38	14	-	XII AFSC				
136.	7th Med.Supply Platoon	21	3	30	XII AFSC				
137.	Hq 910th Air Base Security Bn	387	41	10	42 B.W.				
138.	981st M.P.Company Avn.	104	14	8	42 B.W.				
139.	1972nd QM Truck Company	102	107	-	XII AFSC				
140.	304th Service Squadron	222	86	148	XII AFSC				
141.	345th Service Squadron	222	86	148	XII AFSC				
142.	1111th QM Co.Serv.Group	92	4	20	XII AFSC				
143.	51st Service Squadron	222	86	148	XII AFSC				
144.	1667th Ord. S & M. Company	80	24	26	XII AFSC				
145.	2008th QM Co Truck	102	107	-	XII AFSC				

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Priority Number	Unit	Personnel	Vehicles	Loose Tons	Command	Date in Assembly Area	Date of Disembarkation	Destination Area	Remarks
146.	42nd Bomb Wing	172	33	60	42 B.W.				
147.	324th Sig.Co.Wing	89	14	30	42 B.W.				
148.	319th Bomb Group 'B' Party	700	112	260	42 B.W.				
149.	320th Bomb Group 'B' Party	700	112	260	42 B.W.				
150.	17th Bomb Group 'B' Party	700	112	260	42 B.W.				
151.	31st Bomb Group 'B' Party	700	112	260	42 B.W.				

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BIGOT ANVIL
TOP SECRET

APPENDIX "D"

MOVEMENT PLAN

SUPPLY REQUIREMENTS UP TO D + 25

AMMO REQUIREMENTS

CONVOY	CAMEL		ALPHA		DELTA		TOTAL	
	USAAF	RAF	USAAF	RAF	USAAF	RAF	USAAF	RAF
D	517.7	40.5	-	40.5	4.3	-	522.0	81.0
D + 5	499.4	49.0	-	98.5	4.6	-	504.0	147.5
D + 10	1238.7	55.5	-	111.0	250.8	-	1489.5	166.5
D + 15	1255.4	73.0	-	146.0	774.6	-	2030.0	219.0
D + 20	1208.5	62.0	-	123.5	512.5	-	1721.0	185.5
D + 25	1125.5	35.5	-	112.5	389.0	-	1514.0	150.0

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CONVOY	CAMEL		ALPHA		DELTA		TOTAL	
	Gas(ton)	Oil	Gas(ton)	Oil	Gas(ton)	Oil	Gas(ton)	Oil
D	780	17	330	13	165	8	1275	38
D + 5	1149	30	250	10	220	10	1619	50
D + 10	1480	40	250	10	385	15	2115	65
D + 15	2934	68	250	10	1350	52	4537	130
D + 20	2648	71	280	10	1500	45	4428	126
D + 25	2343	59	200	6	900	28	3443	93

OXYGEN AND ACETYLENE

CONVOY	CAMEL	ALPHA	DELTA	TOTAL
D	4 (tons) +	- (tons) +	1 (tons) +	5 (tons) +
D + 5	7	-	1	8
D + 10	7	-	1	8
D + 15	4	-	4	8
D + 20	7	-	3	10
D + 25	3	-	5	8

+ 10 cyclinders equals 1 ton.

LONG RANGE TANKS

CONVOY	CAMEL	ALPHA	DELTA
D + 20	150 P-47 tanks 100 gall.	0	25 P-38 tanks 165 gall.
D + 25	150 P-47 tanks 100 gall.	0	25 P-38 tanks 165 gall.
D + 20	66 Spitfire 30 gall.	34 Spitfire 30 gall.	
D + 25	33 Spitfire 45 gall.	17 Spitfire 45 gall.	

ENGINEER SUPPLIES

CONVOY		
D + 20	PORT	143 tons

TECHNICAL SUPPLIES

CONVOY		
D + 25	PORT	337 tons

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By authority of:
C.G., XII T.A.C.
Init:

HEADQUARTERS XII TACTICAL AIR COMMAND
APO #374 U.S. Army

ANNEX 19
TO OPERATIONS ORDER NO. 1

12 August 1944

AMENDMENT NO. 1

Paragraph 11:

The restrictions in paragraph 11 have been modified, with the consent of the Navy, to permit the operation of the radar aboard FDT-13 and LST 32 during the approach to the assault areas. Other restrictions remain unchanged.

Paragraph 12a.:

Amend to read: "While XII TAC (Adv.) is on radio silence, its call sign, 65X, will be used by XII TAC (Rear) in Nets TAF-5 and TAC-1. HQ XII TAC (Rear) will, therefore, enter the following nets, retaining the call sign of XII TAC (Adv.), 65X:

TAC-1	to 87th Fighter Wing
TAF-5	to MATAF

Paragraph 12b(3):

Amend to read: "XII TAC (Adv.) will intercept and decode all URGENT traffic on Nets TAF-5, TAC-1, and TAC-5."

Paragraph 12c(3): Amend to read: "Messages from XII TAC (Rear) (call sign 84R), will be transmitted to 14X over TAC-5 addressed to 65X. 14X will re-transmit these messages to 65X over TAC-1."

Paragraph 14j: 7. Fwd Ftr Control (Ops #5), R/T call sign ELETE.

Appendix "C-2":

Alternate Headquarters Ship will not guard MACAF Liaison Channel (2275/6115 kc.), but will enter TAC-2.

Appendix "D-1":

Delete:	AAF-5	XII TAC (Rear) to Twelfth Air Force.
Add:	TAF-5	MATAF to XII TAC (Rear).

Appendix "D-8":

High speed ASR launches guard 2150 kc. at 63rd Fighter Wing and HMS ANTWERP; continue to guard 4480 kc. at Fighter Control Ships.

Appendix "L":

S.O.I. Items are amended by Amendment No. 11 to XII Tactical Air Command Signal Operations Instructions.

Appendix "N":

TAC-8 will not be operated afloat.

HF W/T Command Channel to Carrier Flag Ships: delete 3230 kc. and insert 4690 kc. This link will use Naval call signs.

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Appendix "N" (Cont'd)

Add a second track broadcast, the regular 63rd Fighter Wing track broadcast, on 4615 kc.

Change frequency of (N-) HF W/T Air Force command channel to Carrier Flag Ships from 3230 kc. to 4690 kc.

Add: 4000 kc., HQ Ship, Carrier Sitrep Wave, listening watch only.

TAF-5 2920/5835* (* To resume on 4910 kc. ashore)

By command of Brigadier General SAVILLE:

BENJAMIN W. CHIDLAW,
Brigadier General, USA,
Deputy Commander

OFFICIAL:

JAMES R. GUNN, JR.,
Colonel, Air Corps,
Deputy Chief of Staff.

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